

# Santa Maria Town Center Expansion

Final

*Environmental Impact Statement/Report*

April 1987

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Prepared for the City of Santa Maria Redevelopment Agency

By

Blayney-Dyett, Urban and Regional Planners

Wilson Engineering Company, Transportation and Traffic Engineering



**SANTA MARIA TOWN CENTER EXPANSION**


**Final Environmental Impact Statement/Report**

State Clearinghouse Number: 86101509

Prepared for the  
**City of Santa Maria Redevelopment Agency**

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**Wilson Engineering Company, Transportation and Traffic Engineering**

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## SECTION 1

### INTRODUCTION

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#### 1.1 PURPOSE

This EIR/EIS has been prepared for an application for a Central Business District Planned Development Permit and approval of a subdivision map for development of Town Center West on 19 acres south of Main Street and west of Broadway, and additional development at the existing Town Center East, located south of Main Street and east of Broadway in the City of Santa Maria. The project is to be known as the Town Center Expansion.

In conformance with the California Environmental Quality Act (CEQA) (Public Resources Code 2100 et seq), the CEQA Guidelines (California Administrative Code, 15000 et seq), as amended, and the National Environmental Policy Act (40 CFR Parts 1500-1508), this EIR/EIS assesses the individual and collective impacts related to the City of Santa Maria approval of:

1. A Central Business District Planned Development Permit for development of the following project:

Phase 1: 82,000-square-foot department store (Mervyn's);  
122,000-square-foot department store (a proposed May Co.);  
27,685 square feet of shops on west side of Broadway;  
10,000-square-foot restaurant pad;  
12,000 square feet of office/retail space reserved for a local developer;  
33,000 square feet of shops linking May Co. and the existing mall;  
A pedestrian bridge linking east-side and west-side stores;  
A three-story parking structure on the east side of Broadway.

Phase 2: 150,000-square-foot department store;  
A three-story parking structure on the west side of Broadway;  
Expansion of the pedestrian bridge and addition of 60,000 square feet of shops.

2. Approval of a resubdivision map.

It should be noted that an EIR/EIS for a similar project on part of the property was prepared and certified as adequate by the City of Santa Maria in November 1981. The analysis for the current EIR/EIS focuses on the differences between the project as proposed in 1981 and the current project. These differences are described in later sections of this EIR/EIS.

This document analyzes the environmental effects of the proposed project to the degree of specificity appropriate to the current proposed actions, as stated in Section 15146 of the CEQA Guidelines, and the National Environmental Policy Act Regulations. The analysis considers the series of actions that may occur over the project's life to determine the immediate and long-range impacts associated with implementation.

The EIR/EIS process requires preparation of an objective, full-disclosure document to: inform agency decision makers and the general public of the direct and indirect environmental effects of a proposed action; provide mitigation measures to reduce or eliminate potential adverse impacts; and identify and evaluate reasonable alternatives to the proposed project. Impacts are not always mitigable to a level not considered significant; these are then considered significant unavoidable adverse impacts. In accordance with Section 15093(b) of CEQA Guidelines, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable adverse impacts), the agency shall state in writing the specific reasons for approving the project, based on the final EIR and any other public information. This is termed, per Section 15093 of the CEQA Guidelines, a "statement of overriding considerations." Similarly, if a mitigation measure is available to reduce a significant impact to an insignificant level, and such mitigation measure is not adopted, the impact would be considered significant.

An effort was made during the preparation of the draft EIR to contact affected agencies, organizations and persons who may have had an interest in this project. Information, data and observations resulting from these contacts are included. Agencies or interested persons who were not contacted or who did not respond to a request for comment about the project during the preparation of the draft EIR will have the opportunity to comment during the public review period of the draft EIR.

## 1.2 EIR/EIS FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT

In evaluating the application for the proposed project, the City of Santa Maria identified those environmental issues that would, or could, be significantly impacted by the proposed project and those that would not be impacted. These issues are: land use; traffic and circulation; air quality; noise; historic and cultural resources; fiscal and economic impacts; sewer; storm and flood control; solid waste; housing and visual impacts.

Environmental elements that would not be significantly impacted by the proposed project, and therefore do not require evaluation in the EIR per Section 15063(c) of the State CEQA Guidelines (as amended), were identified by the City as follows:

- **Earth.** The proposed site is located on a nearly flat inland site. The City of Santa Maria did not identify any unique geologic, seismic, physical or relief features that could affect or be affected by the proposed project.
- **Light and Glare.** There is no proposed industrial or other use that would cause light or glare impacts.
- **Plant Life.** The site is already in urban use.
- **Animal Life.** No impacts related to the change in diversity or the number of species or introduction of new species are anticipated to result from approval and implementation of the proposed project.

- **Natural Resources.** No elements are located on the site that would significantly affect natural resources.
- **Agricultural Resources.** The site is already in urban use.
- **Energy.** Although the proposed project would necessitate the use of additional fuel and energy, it is not anticipated to result in significant impacts.
- **Recreation.** The project would not interfere with any known recreation plans.

### 1.3 EIR PARTICIPANTS

The City of Santa Maria is the lead agency for the EIR. The project applicant is The Hahn Company and BRK Associates, jointly known as Westside Associates. Environmental consultation for the EIR has been provided by Blayney-Dyett, Urban and Regional Planners; a traffic analysis was prepared by The Wilson Engineering Company.

## SECTION 2

### SUMMARY OF IMPACTS

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#### 2.1 PROJECT DESCRIPTION AND SUMMARY OF IMPACTS

This Draft EIR considers development of the Town Center Expansion, an addition of approximately 350,000 square feet of retail space to Santa Maria's downtown core. This project would take place in two phases: Phase 1 scheduled to be completed by 1989; and Phase 2 completed eight or nine years later. In Phase 1, the main elements of the project would be a department store, specialty shops, parking facilities, general merchandise store, restaurant, local commercial/office development, and a pedestrian bridge linking the retail development east and west of Broadway. In Phase 2, an additional department store, specialty shops and parking structure will be developed at the existing Town Center Mall east of Broadway.

Implementation of the proposed project is expected to result in the following impacts:

**Traffic and Circulation.** Phase 1 would add 6,395 net new daily vehicular trips and 1,061 peak-hour trips. Phase 2 would add 7,040 daily trips and 924 peak-hour trips to Phase 1 traffic. Trips attributable to cumulative development elsewhere in Santa Maria are also calculated.

Phase 1 development would result in a deterioration of intersection operation at Broadway and Main Street, and Broadway and Cook Street. Intersection improvements would mitigate these impacts. Closure of Cypress Street, Church Street and Lincoln Street to through traffic would divert some traffic to adjacent parallel streets but this is not judged a significant impact. Phase 1 development would also necessitate the easterly relocation of the Main Street entrance to the Town Center East development.

Phase 2 development would cause deterioration of service at the following intersections: Broadway at Main Street and Cook Street, Main Street at Miller Street and US 101 northbound ramps, and Stowell Road at Miller Street. These impacts are mitigable to acceptable levels (LOS D) through intersection and ramp improvements.

The parking structure on Pine Street in Phase 2 would increase traffic on Pine Street north of Church Street. Although this may not be incompatible with commercial development north of Church Street, residents at the Church and Pine intersection, and south on Church Street would experience increased traffic levels. Modifying the site plan to provide access to the parking structure from on-site may slightly reduce trips on Pine Street. For detailed discussion see Section 4.2.

**Air Quality.** The Santa Maria area currently exceeds total suspended particulate standards. Construction of the project may cause additional violations of the air quality standard for total suspended particulates. Although watering down and other construction practices would reduce the

impact, the increase in total suspended particulates is likely to be significant in the short-term. For detailed discussion see Section 4.3.

**Noise.** Project-related and cumulative traffic volumes would increase noise levels in the project area. The 2000 noise levels would be compatible with commercial development on Broadway, Main Street and Cook Street. Approval of the project would require a statement of overriding considerations.

On Pine Street between Church Street and Main Street increased traffic volumes and noise would be discernable in Phase 2 due to the location of the parking structure entrance. The increased noise may not be incompatible with commercial development north of Church Street but it may also affect homes south of the intersection. This may be a significant adverse environmental impact, which can be mitigated by sound insulation.

Construction noise would also affect residents of Pine Street. Limiting noisy construction activities to between 7 a.m. and 6 p.m. during weekdays would mitigate this impact to a less than significant level. For further details see Section 4.4.

**Historic and Cultural Resources.** No significant historical or cultural resources have been identified in the project area, and thus no impacts are anticipated. For further details see Section 4.5.

**Fiscal, Economic and Employment Impacts.** Project development would result in an additional 800 jobs in the downtown, and increases in property and sales tax revenues. It would also strengthen Santa Maria's position as the retail center for northern Santa Barbara County. No significant adverse impacts were identified. For further discussion see Section 4.6.

**Sewer, Storm Water, Flood Control, and Water Supply.** No significant adverse impacts were identified for the project. However, cumulative effects would be significant. For further details see Section 4.7.

**Solid Waste.** Screened storage/pickup areas for garbage should be incorporated in the final site design. For further details see Section 4.8.

**Housing and Population.** Implementation of the proposed project would result in the clearance of 48 housing units, 38 of which are judged by the City to be substandard. Project development would also result in a net addition of approximately 800 jobs to the Santa Maria economy, which could lead to an increase in population of 1,800 persons.

The loss of 10 standard housing units is mitigated by the current production of market rate units, and the City's use of available housing production programs for low- and moderate-income households. For further details see Section 4.10.

**Visual Impacts.** The main visual impacts would include more intense development and less surface parking on the Town Center East site, new construction and a consistent design standard on the six blocks west of Broadway, and a pedestrian bridge linking the two sites across Broadway.

In general, project development would improve the visual impact by establishing a strong architectural idiom in the area, including decorative elements, landscaping, and reduced amount of surface parking. For further details see Section 4.11.

## 2.2 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Traffic and Circulation		
<p>Phase 1 would add 6,400 new daily vehicular trips and 1,100 peak-hour trips. Phase 2 would add 7,000 daily trips and 900 peak-hour trips to Phase 1 traffic. Approximately 161,000 daily trips and 15,800 peak-hour trips would be added by cumulative development.</p> <p>Additional trips would result in deterioration of intersection operation at Broadway and Main Street, Broadway and Cook Street, Main Street at Miller Street, and U.S. 101 northbound ramps.</p>	<p>Intersection improvements at Main Street and Broadway, Cook Street and Main Street, Pine Street and Cook Street, Cook Street and Broadway between Stowell Road and Main Street would maintain intersection Level of Service (LOS) D or better.</p> <p>An on-site bus stop facility/transfer point should be provided.</p> <p>On-site circulation between the surface parking lots and parking structures should be improved.</p>	Not Significant
Air Quality		
<p>Construction activity would result in an increase in total suspended particulates (TSP) of about 274 tons over the construction period. Total auto-related emissions would decline relative to existing conditions.</p>	<p>Demolition and grading permits should require mitigation measures to reduce amount of particulates. Such measures would include: reducing or halting grading activity during high winds; watering all exposed areas at least twice daily.</p>	Not significant

Impacts	Mitigation Measures	Level of Significance after Mitigation
With cumulative development, the intersection of Main and Broadway would not experience levels of carbon monoxide exceeding state standards.	None required	Not significant
<b>Noise</b>		
Noise related to project construction would be a short-term impact.	Noisy construction activities should be limited to 7 a.m. to 6 p.m. on weekdays.	Short-term impact not significant.
Project and cumulative traffic would result in some Main Street and Broadway frontage experiencing exterior noise levels exceeding the 65 dB CNEL General Plan standards.	Because General Plan references exterior rather than interior noise levels, no reasonable mitigation measures are available.	This would remain a significant impact and project approval would require a statement of overriding considerations.
On Pine Street the location of the parking structure in Phase 2 would increase noise impacts on the residences on the west side of Pine. The residence on the southwest corner of Pine and Church streets may be exposed to noise levels greater than the 60 CNEL exterior and the 45 CNEL habitable room standard set by the General Plan.	Noise insulation for the affected property should be provided by the developer.	

Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>Historic and Cultural Resources</b>		
No significant impacts.	No mitigation required. State law protects any unique resources discovered during grading and construction.	Not significant.
<b>Fiscal, Economic and Employment Impacts</b>		
Project sales and property tax revenues are projected to exceed the public cost of financing improvements after seven to 10 years. Current employment of 1,700 would increase to 2,500 on completion of Phase 2.	None required.	Not significant.
<b>Sewer, Storm Water, Flood Control, and Water Supply</b>		
Water use and sewage flow would not increase substantially as a result of the project. The amount of impervious surface would not increase and thus storm runoff from the site is unlikely to increase.	Although the water use impacts of this project are not significant, cumulative impacts on water use are significant. Developer fees should be instituted to fund transmission and treatment facilities for State Water Project water.	Not significant.

Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>Solid Waste</b>		
Solid waste generation would increase from 795 tons/year to 994 tons/year at the end of Phase 1 to 1,116 tons/year at the end of Phase 2.	None required.	Not significant.
Site design shows garbage storage and pickup areas on Cook and Pine streets.	The final project design should incorporate an appropriate number of screened garbage storage and pickup areas.	Not significant
<b>Police and Fire Services</b>		
The project would generate the need for up to three additional police officers.	Costs of services would be covered by increases in sales and property tax revenues.	
The Santa Maria Fire Department reports that existing personnel and equipment would probably be able to provide adequate service to the project.	None required.	Not significant.

Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>Housing and Population</b>		
<p>The project would result in demolition of 48 residential units, 38 of which are judged substandard.</p> <p>The addition of 800 jobs may lead to a population increase of 1,800 persons, and the project may thus be viewed as growth inducing.</p>	<p>The City of Santa Maria should continue to pursue available housing programs and funds that will produce housing for low- and moderate-income families.</p>	<p>Not significant.</p>
<b>Visual Impact</b>		
<p>The project would result in three major visual impacts:</p> <ol style="list-style-type: none"><li>1. A bridge across Broadway;</li><li>2. A more urban character for existing Town Center Mall;</li><li>3. A potential improvement of visual quality for the six blocks west of Broadway.</li></ol>	<p>Additional design review should be used to ensure that the lower level of the well-lighted and used; that the parking structure on Main Street is attractively designed; that blank department store exteriors are kept to a minimum; that an overall landscaping plan is developed for the Town Center parking lots.</p>	<p>Not significant</p>

## SECTION 3

### PROJECT DESCRIPTION

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#### 3.1 LOCATION

The City of Santa Maria is in northern Santa Barbara County, 65 miles north of the City of Santa Barbara and 30 miles south of the City of San Luis Obispo. The regional and site location is shown in Figure 1. The proposed project is in downtown Santa Maria, at the intersection of Main Street and Broadway. Regional access to the site is provided by U.S. Highway 101, State Highway 166, and State Highway 135.

The project consists of clearance and redevelopment of six blocks (approximately 19 acres) south of Main Street and west of Broadway, and additional development in the existing Town Center East retail center.

#### 3.2 SANTA MARIA TOWN CENTER EXPANSION

The Town Center Expansion, as part of the City of Santa Maria's multi-year redevelopment program, is designed to remove blight, encourage new development activity and create employment in the Central Business District. The project includes an addition to the Eastside Town Center Mall which was completed in 1976 as part of the original Central City Urban Renewal Project.

The Town Center Expansion project would proceed in two phases. Development to be completed in each phase is as follows:

Phase 1: Partial clearance of the six blocks west of Broadway, leaving 82,800 square feet of retail frontage on Main Street, between Pine Street and Broadway, the 46,600-square-foot Framar Building at Lincoln Street and Church Street, and the First Methodist Church at Cook Street and Broadway. Development on the cleared land would consist of an 82,000-square-foot department store (Mervyn's); a 32,000-square-foot drug/major merchandising store combination; 27,685 square feet of shops; and a 10,000-square-foot restaurant pad, a 6,000-square-foot pad to be reserved for a local developer or development partnership (potential 12,000 square feet of retail/office development on two stories); and surface parking.

East of Broadway, Phase 1 would consist of a proposed 122,000-square-foot May Co. store, a surface plus two-story parking structure, and a 32-foot wide pedestrian bridge linking the Town Center East with the Town Center West from May Co. to Mervyn's. In addition, two levels of shops (about 33,000 square feet) would be constructed between May Co. and the existing Mall.

Phase 2: Construction of a 150,000-square-foot department store and a surface plus two-story parking structure on the west side. The pedestrian bridge between the proposed May Co. and Mervyn's

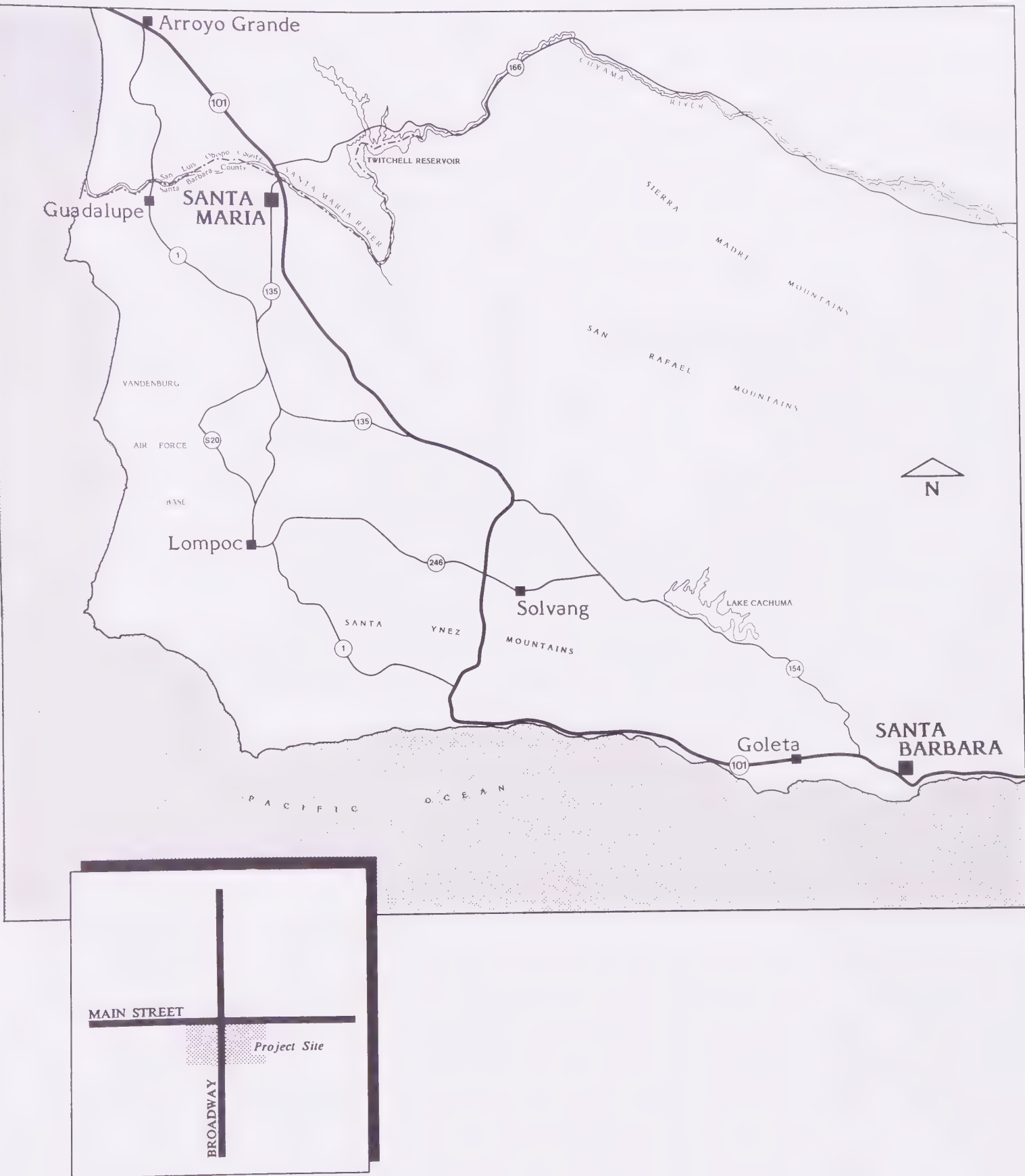
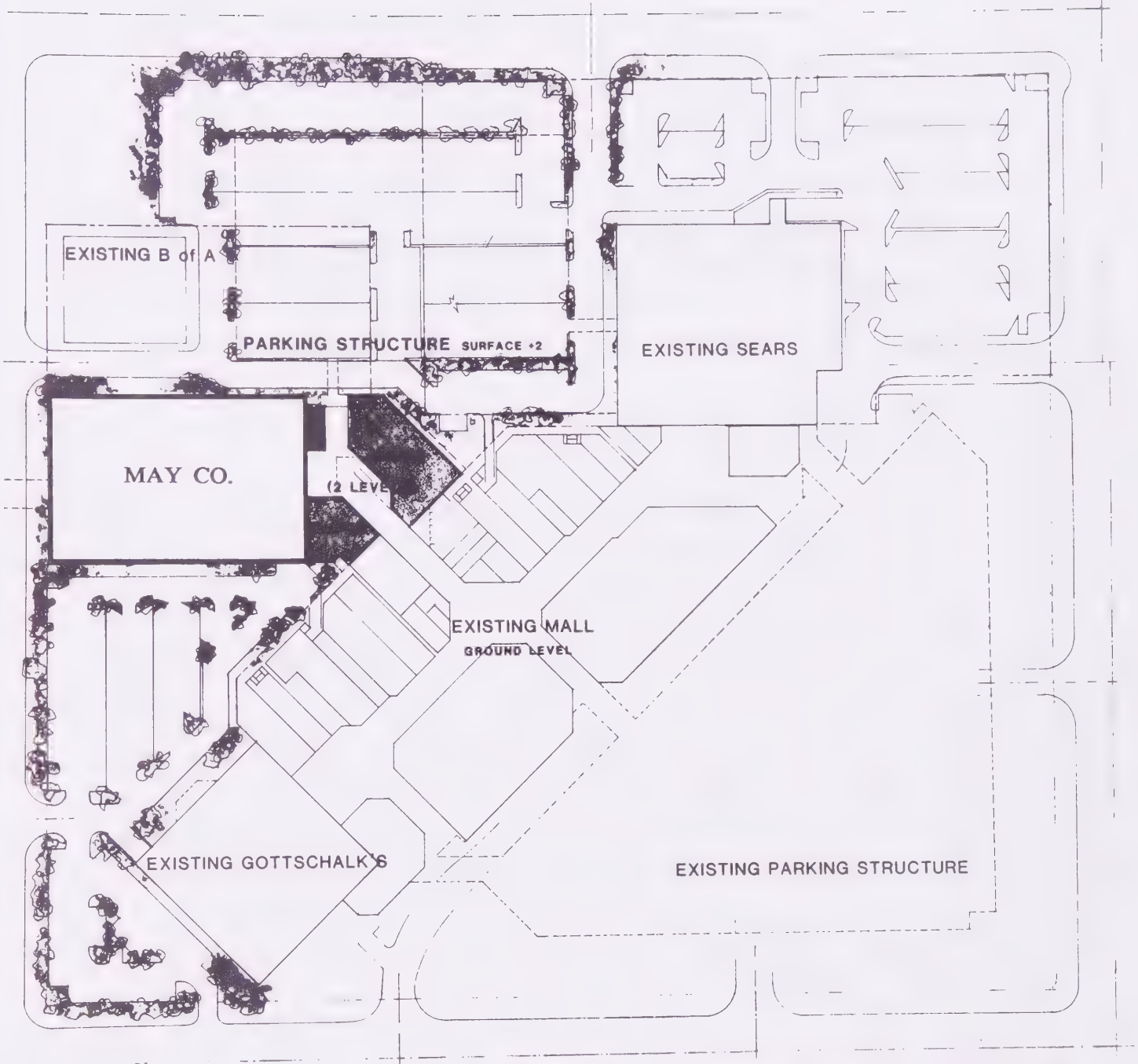


Figure 1: REGIONAL LOCATION AND VICINITY MAP

BROADWAY





EAST SIDE

# Santa Maria Town Center Expansion

Santa Maria, California

DEVELOPERS: THE HAHN COMPANY  
San Diego, California  
RY-BAR/KALOF  
Los Angeles, California

ARCHITECT: MILLARD ARCHULETA  
EDDY·PAYNTER ASSOCIATES  
Los Angeles, California

Figure 3: TOWN CENTER EXPANSION, PHASE I, EASTSIDE

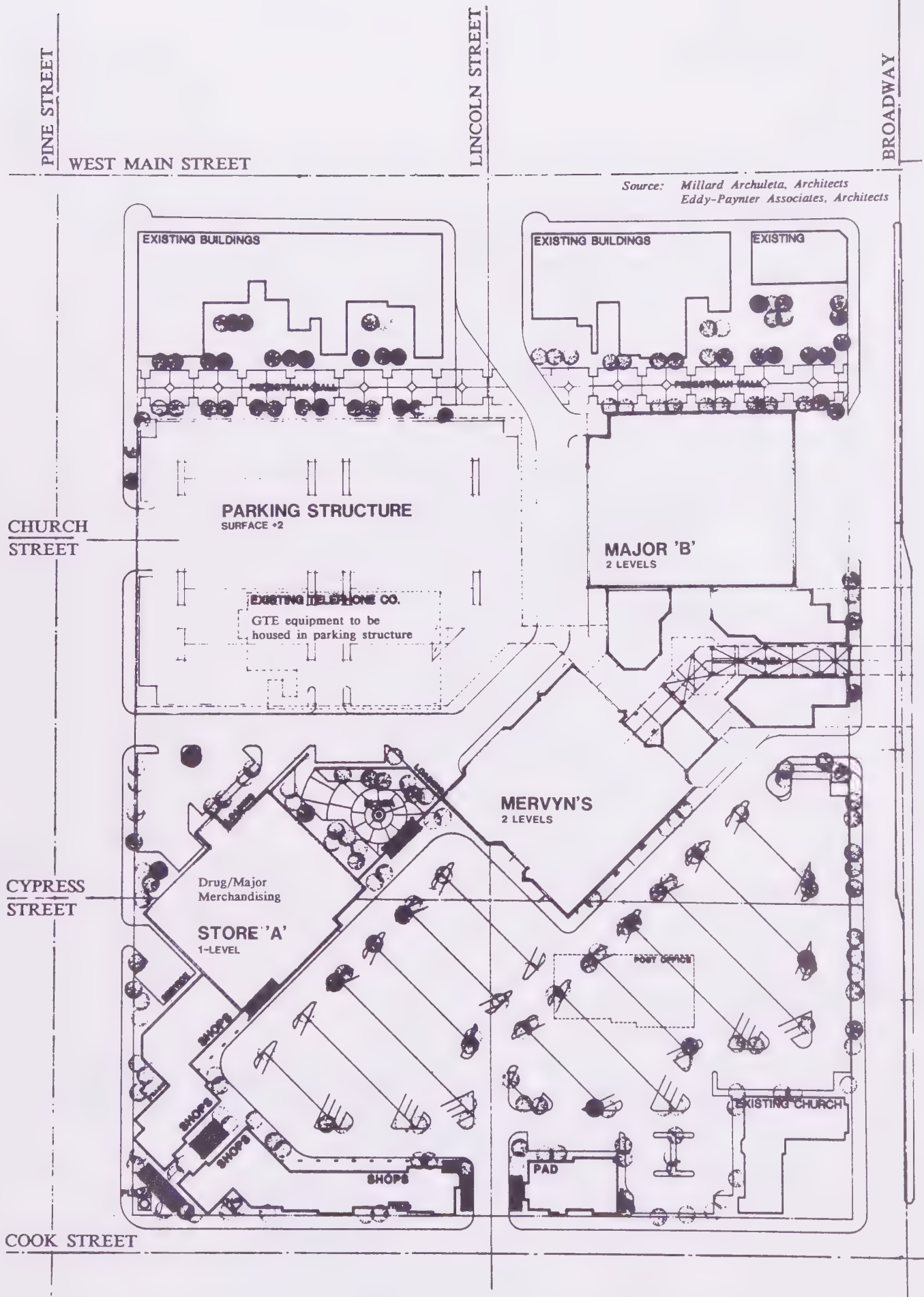


Figure 4: TOWN CENTER EXPANSION, PHASE II, WESTSIDE

would be expanded and approximately 60,000 square feet of shops would be constructed on the bridge.

A conceptual plan for this development is shown in Figures 2 through 5.

This proposal would result in 468,900 square feet of retail and office space on the west side of Broadway at the end of Phase 2 compared to the current 376,200 square feet of commercial, public and semipublic, and residential space. East of Broadway, the proposal would add 155,000 square feet of retail space to the existing 557,000 square feet in Eastside Town Center Mall. These development proposals are shown in Tables 1 through 5.

**TABLE 1  
SANTA MARIA TOWN CENTER WEST -- PHASE 1  
EXISTING AND PROPOSED DEVELOPMENT**

<b>Existing Development to Remain</b>	<b>Square Feet</b>
Main Street Frontage	82,800
Framar Building	12,100
*GTE	46,600
*Church	12,400
Subtotal Existing	153,900
<b>New Development</b>	
Mervyn's	82,000
Store A	32,000
Shops	27,685
Restaurant Pad	10,000
Local Developer Office/Retail Space	12,000
Subtotal New	163,685
<b>Total Built Space End of Phase 1</b>	<b>317,585</b>

\*Included in "Public/Semipublic" Category in Table 5.

A similar redevelopment project was the subject of an EIR/EIS on the Westside Revitalization Project Phase 2, certified by the City of Santa Maria in November 1981. The project is illustrated in Figure 6. The likely visual impact of the pedestrian bridge with stores is illustrated by the Valco Bridge in Cupertino, shown in Figure 5. A supplemental EIR/ EIS is required because the current project proposes development not considered in 1981. It has subsequently been determined by the City Council that the revisions outlined below are necessary to ensure the success of the project. The elements of the current plan not considered in the 1981 EIR/EIS include:

The Santa Maria Theatre would be removed.

Three properties north of Church Street, the Ruffoni Building, the James Building, and the parcel owned by C&P Ltd., (a total of about 49,000 square feet of commercial space), would be removed.

The Mervyn's department store is now expected to be 82,000 rather than 100,000 square feet as in the 1981 proposal.

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**TABLE 2**  
**SANTA MARIA TOWN CENTER WEST -- PHASE 2**  
**EXISTING AND PROPOSED DEVELOPMENT**

---

Existing to Remain	Square Feet
Main Street Frontage	82,800
* Church	12,400
Subtotal Existing	95,200
Phase I Development	163,685
New Development	
Major B	150,000
Bridge Shops	60,000
Subtotal New Development	210,000
Total Built Space End of Phase 2	468,885

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\*Included in "Public/Semipublic" Category in Table 5.

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The 32,000-square-foot general merchandise store, 27,685 square feet of stores, 10,000 square feet of restaurant, and a 6,000-square-foot "local development" pad (12,000 square feet gross leasable area), and a 150,000-square-foot department store replace existing uses that would have remained under the 1981 proposal.

There would be 740 parking spaces developed compared to 506 in the original proposal.

All residential units would be removed.

Church Street would be diverted into Lincoln Street, with a block of each to be closed.

On the east side of Broadway, the proposed 122,000-square-foot May Co. and 33,000 square feet of shops connecting the proposed May Co. and the existing mall are additional. A parking structure would be added on the east side.

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**TABLE 3**  
**SANTA MARIA TOWN CENTER EAST -- PHASE 1**  
**EXISTING AND PROPOSED DEVELOPMENT**

---

Existing to Remain	Square Feet
Bank of America	23,000
Sears	115,800
Mall	330,100
Gottschalk's	88,000
Subtotal Existing Development	556,900
<b>New Development</b>	
Proposed May Co.	122,000
Shops between proposed May Co. and Mall	33,000
Subtotal New Development	155,000
<b>Total Built Space End of Phase 1</b>	<b>711,900</b>

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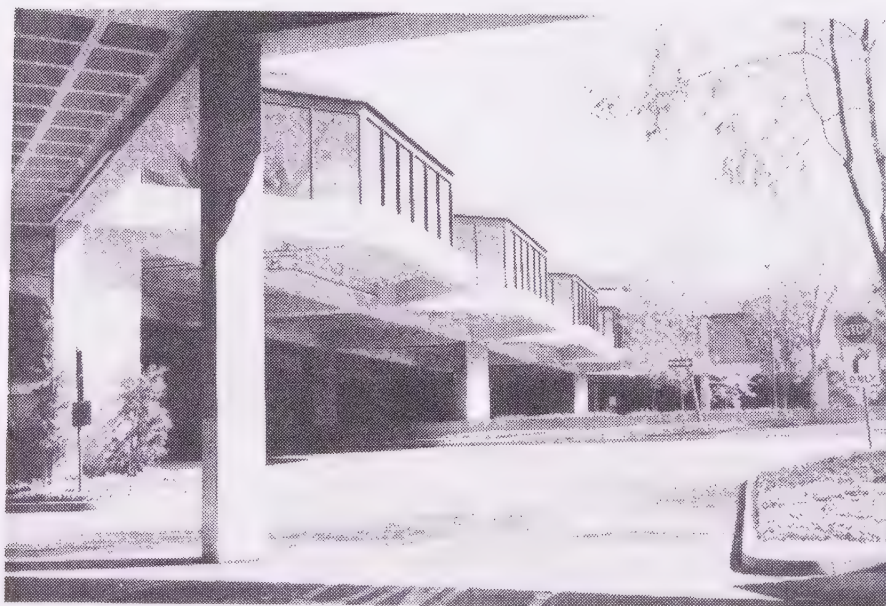
The project area is in the heart of the city, but it now lacks the physical attractiveness and economic health expected of a Central Business District. West of Broadway and north of Church Street, some improvements have been made under the 1981 Westside Revitalization Project Design Guidelines. In 1981 the Redevelopment Agency and Westside Property Owners Association agreed that if 60 percent of the properties in the four-block area (by square footage or assessed valuation) were rehabilitated, the City would develop public parking facilities. Since that time, 60 percent of the property owners signed rehabilitation agreements, public parking lots were developed at Pine Street and Chapel Street (just north of the project) and on the northwest and northeast blocks at the intersection of Lincoln and Church streets, and rehabilitation is underway.

**TABLE 4**  
**SANTA MARIA TOWN CENTER EAST -- PHASE 2**  
**EXISTING AND PROPOSED DEVELOPMENT**

Existing Development	711,900 sq. ft.
New Development	0
<b>Total Built Space End of Phase 2</b>	<b>711,900 sq. ft.</b>

**TABLE 5**  
**SUMMARY COMPARISON OF 1981 AND 1986 PROPOSALS**  
**(Square Feet)**

Land Use	Existing	1981 Proposal Development after:		1986 Proposal Development after:	
		Phase 1	Phase 2	Phase 1	Phase 2
Town Center West					
Residential	28,700	28,700	12,750	0	0
Office/Commercial	234,500	210,690	251,800	258,600	456,500
Public/Semipublic	79,150	75,150	51,150	59,000	12,400
Town Center East					
Office/Commercial	556,900	556,900	582,900	711,900	711,900



*Figure 5:* VALLCO BRIDGE, CUPERTINO



Figure 6: WESTSIDE REVITALIZATION PROJECT, PHASE II, 1981

Revitalization of the project area south of Church Street was to be accomplished through Phase 2 of the Westside Revitalization Project which, as described in the 1981 EIR/EIS, would add a 100,000-square-foot major department store linked to the Eastside Town Center Mall by a 95-foot-wide pedestrian bridgeway containing 26,600 square feet of retail floor space. The project was to include 506 surface parking spaces.

### **3.3 PROJECT OBJECTIVES AND DISCRETIONARY ACTIONS**

The objective of the proposed project is to revitalize the Central Business District by permitting the development described above. The project sponsors seek approval of a Central Business District Planned Development permit by the City Planning Commission, concurrence by the City Council, and approval of a subdivision map for the property.

### **3.4 PROJECT ALTERNATIVES**

Five development scenarios for the site are considered. The first is the applicant's proposed project, described above. The other scenarios, described below, are alternatives devised by the City of Santa Maria.

Alternative 1 would be similar to the applicant's proposed project, above, except that in Phase 1 the Framar Building would be cleared and the First Methodist Church, should they choose to relocate, would be cleared and redeveloped as retail/ office space (25,000 square feet).

Alternative 2 would include approximately 25,000 square feet of retail development and 5,000 square feet of restaurant on the bridgeway in Phase 1 of development, with the balance of the proposed 60,000 square feet of bridgeway development to be completed in Phase 2.

Alternative 3 would include the same development as in the applicant's project but would locate "Store A", the 32,000-square-foot drug/merchandise store, nearer the proposed Mervyn's store, and would relocate the plaza between the two stores closer to the corner of Pine and Cook streets. This plan is illustrated in Figure 22 in Section 6.

The "no-project" alternative, as required by CEQA, assumes that development existing as of September 1986 would remain and no major retail or office space additions would be made.

The floor area under each alternative is shown in Table 6.

### **3.5 CONSISTENCY WITH EXISTING PLANS AND POLICIES**

The proposed Santa Maria Town Center Expansion must be consistent with the Santa Maria General Plan and other City plans and policies, and would be subject to local and state regulations. Those plan goals and policies and applicable regulations are summarized in this section.

**TABLE 6**  
**SUMMARY COMPARISON OF NO PROJECT AND ALTERNATIVES**  
**(Square Feet)**

Land Use	No Project	Alternative 1 Development after: Phase I and Phase II		Alternative 2 Development after: Phase I and Phase II		Alternative 3 Development after: Phase I and Phase II	
		Phase I	Phase II	Phase I	Phase II	Phase I	Phase II
Town Center West							
Residential	28,700	0	0	0	0	0	0
Office/Commercial	234,500	271,500	481,500	288,600	456,500	284,600	452,500
Public/Semipublic	79,150	46,600	0	59,000	12,400	59,000	12,400
Town Center East							
Office/Commercial	556,900	711,900	711,900	711,900	711,900	711,900	711,900
Totals	899,250	1,030,000	1,193,400	1,059,500	1,180,800	1,055,500	1,176,800

(146-t2.1)

## **SANTA MARIA GENERAL PLAN**

### **Land Use Element**

The Town Center Expansion Project area is designated by the 1978 Land Use Element as Central District (CD I). The purpose of this designation is "to accommodate retail, office, and institutional activities, emphasizing activities of regional significance or serving a regional market, in a pleasant and interesting environment, emphasizing amenity and convenience for pedestrians." Permitted land uses include office, retail and institutional; the types to be discouraged are automobile-oriented or land-extensive activities. Goals, policies and objectives from the Land Use Element relevant to the Town Center Expansion are:

- Maintain and improve the existing physical character of the community as the residential, industrial, and commercial center for northern Santa Barbara County.
- Accommodate the best possible forms of new development through a cooperative effort of the community as a whole, emphasizing a beneficial balance between environmental and economic considerations.
- Provide areas in which business may be conducted, merchandise sold and distributed, and public and private services rendered in an efficient and effective environment.
- Foster appropriate land uses and high-quality development along the approach corridors to downtown Santa Maria.

The proposed project conforms to the overall goals and objectives of the City's Land Use Element because it would develop new commercial space in a downtown area that is currently in need of upgrading. The bridgeway addresses the purpose of the CD I land-use designation (providing "an environment emphasizing amenity and convenience for pedestrians") because it would facilitate pedestrian movement between the east and west parts of Downtown. Currently, pedestrians must cross Broadway, a wide and heavily trafficked highway; the bridgeway would make crossing easier and safer, particularly for the elderly and the handicapped.

The Land Use Element states that automobile-oriented activities are to be discouraged in the CD I zone. The proposed project accomplishes this by encouraging shoppers to park once and walk.

### **Circulation Element**

Circulation policies from the 1986 Circulation Element that are relevant to the Town Center Expansion include an objective to ensure that adequate on-site parking facilities are provided for all land uses. Bikeways are proposed for Pine and Miller streets, the east and west boundaries of the project area.

## **Noise Element**

The Noise Element (proposed draft 1986) of the General Plan identifies city noise sources to include construction activity, traffic noise, and commercial noise-producing activity. The element has the following goals and programs that are relevant to the Town Center Expansion:

- Achieve an exterior noise level which does not interfere with normal business activity (65 dB CNEL or less).
- Limit noise transmitted from adjacent land uses (65 dB CNEL or less).
- Discourage the intrusion of commercial and industrial traffic onto local residential streets through the site planning review process for new construction.

The proposed project's conformance with the Noise Element is discussed in Section 4.

## **Safety Element**

Policies and standards from the Safety Element (proposed draft 1986) applicable to the Town Center Expansion include:

- Abatement of structural hazards (e.g. parapet ordinance and hazardous building ordinance requiring repair, rehabilitation, or demolition of hazardous structures following structural evaluation) in the Westside Redevelopment Project, under the auspices of the Redevelopment Agency.
- Review subdivision and other development permit applications to ensure safety from seismic and geologic hazards, including liquefaction areas and groundshaking zones.
- It is the policy of the City of Santa Maria to ensure that structures built on soils with limited ability to support them are designed in such a manner to compensate for support limitations.

The proposed project would be consistent with the policies of the Seismic Safety and Safety Element. Redevelopment of the six blocks west of Broadway will improve the seismic safety of structures. Seismic issues are not addressed further in this EIR.

## **Environmental Resources Management Element**

Policies from the Environmental Resources Management Element (1981) applicable to the Town Center Expansion include:

- To encourage residential, commercial and industrial developments to provide attractive landscaped settings for the benefit of both occupants and the general public.

- The City of Santa Maria seeks: (1) to become an "attainment" area for ozone by 1987<sup>1</sup>; (2) to decrease the number of daily vehicle trips and vehicle miles traveled; and (3) to develop and encourage alternative modes of transportation, i.e. bikeways, public transit and pedestrian access.
- Protect significant cultural and historic resources from unnecessary disruption from urban development, and maintain the potential scientific and recreational value of these resources.
- Enhance the scenic value of existing major streets in Santa Maria.
- Design and orient buildings to take maximum advantage of the sun for solar heating and cooling applications.

## SANTA MARIA ZONING ORDINANCE

The Town Center Expansion Project area is zoned PD C-1, Central Business District with a Planned Development Overlay District. The purpose of the C-1 District is "... to provide for the community's need for a pedestrian-oriented commercial district. The zone shall be used by those retail and service activities which are space intensive and serve the regional market." The minimum building site required in this district is 7,000 square feet; the minimum lot width is 50 feet; and the maximum allowable height is three stories or 40 feet, whichever is less. Where a C-1 parcel adjoins a residential zone, setback regulations apply. All display and storage within this district must be wholly located within an enclosed building.

The Planned Development Overlay district requires the approval of a development plan by the Planning Commission. The Development Plan consists of an environmental clearance application; a site plan; a landscape plan; and architectural drawings, including floor plans, elevations, and indications of materials and colors. Before approving the Development Plan, the Planning Commission must find that the site is adequate to accommodate the use; the design is compatible with codes and existing neighborhood uses; the site relates to adjacent streets and can carry the traffic generated by the use; and the use would not be detrimental to the health, safety, morals, and welfare of persons residing or working in the neighborhood.

PD C-1 zoning includes sign regulations and parking regulations. Commercial and office uses require one parking space for each 250 square feet of floor area.

In its current conceptual state, the proposed project would conform to the regulations of the C-1 District. Conformance with the PD Overlay District would be determined by the Planning Commission prior to application for a building permit.

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<sup>1</sup>Santa Maria is now an attainment area for ozone.

## **ENTRADA SPECIFIC PLAN**

The Entrada Specific Plan is applicable to the entire Town Center project. Among the Plan's objectives are:

- To enhance the appearance of the business districts, office areas, and entranceways into the city;
- To provide sufficient parking areas convenient to the public;
- To encourage a wider assortment of quality developments and to protect land values;
- To maintain the economic vitality of the area;
- To guide development so that the areas surrounding the redevelopment projects and entrances to the city have a cohesive design and unifying identity and, above all, to create the enjoyable environment in which people would come to spend their time and transact business.

The Entrada Specific Plan requires design information, including a site plan; a landscape plan; architectural drawings; and samples of colors and materials to be submitted to the Community Development Department and the Zoning Administrator. In the case of a use permit, the City Planning Commission also reviews the plans. The Entrada Plan includes exterior design requirements and landscape design requirements, such as front-, side-, and rear-yard setbacks, and screening for parking, storage, loading, and refuse areas. The Entrada Specific Plan also includes standards for signs, lighting, and outdoor storage; it prohibits the use of artificial plant materials.

## **SANTA BARBARA COUNTY AIR QUALITY ATTAINMENT PLAN**

Under the requirements of the Clean Air Act amendments of 1977, Santa Barbara County began a program known as the Air Quality Attainment Plan (AQAP) to reduce pollutant emissions from both mobile and stationary sources. If measures are not taken to improve air quality, the Environmental Protection Agency could apply sanctions such as withholding federal highway construction funds and wastewater treatment facility grants. Santa Maria was previously a non-attainment area for ozone but was recently certified as an attainment area. The Santa Maria area experiences high levels of total suspended particulates, mainly as a result of agricultural operations and the prevailing winds.

## **CALIFORNIA DEPARTMENT OF TRANSPORTATION**

The pedestrian bridge in the proposed project spans a state highway. In Phase 1 of the project when there would be no commercial development on the bridge, the bridge construction would require only an encroachment permit that could be secured after construction approval from the Caltrans Bridge Department.

Commercial development on the bridge would require an airspace lease. Section 104.12 of the Streets and Highways Code provides that Caltrans may lease

airspace to public or private entities for a term not to exceed 99 years so long as existing and proposed highway facilities are protected and the use conforms to local zoning and planning regulations. Revenues from airspace leases go directly into the State Highway Fund.

The right-of-way lease for the pedestrian bridgeway would be a negotiated, long-term, non-bid lease. A market value appraisal is required before lease rental negotiations begin, since the attainment of market rent is considered necessary for obtaining a fair return in relation to the value of the property. Construction of improvements on airspace is a complex procedure requiring coordination between the developer and local, state, and federal governments.

Guidelines for typical lease payment schedules are that no rents are charged until the building permit is issued, one-half rent is charged until project completion, and full rent begins after completion. No estimates of lease costs can be determined until a market value appraisal is completed.

## SECTION 4

### **EXISTING CONDITIONS, ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

This section discusses environmental impacts related to development of the proposed project. The existing conditions of each environmental element are described first; project impacts upon these conditions are then evaluated. Mitigation measures that would reduce project impacts are then described.

#### **4.1 LAND USE AND SITE DESIGN**

##### **4.1.1 Existing Conditions**

The project site is designated as CD1 by the City of Santa Maria General Plan. The purpose of this designation is to accommodate retail, office and institutional activities, emphasizing activities of regional significance or serving a regional market, in a pleasant and interesting environment that stresses amenity and convenience for pedestrians. Automobile-oriented or land-extensive activities such as drive-ins, auto sales lots, service stations and lumber yards are uses not to be encouraged. The proposed development is compatible with this General Plan land-use designation.

West of the project area are residential uses: single-family homes on small lots, duplexes and apartments. There is some scattered commercial development at intersections. There is retail development on the north side of Main Street and behind this, east of Broadway, is a senior housing development. South of the Cook Street and Broadway intersection is City Hall, the library and related offices. West of Broadway, the southern Cook Street frontage consists of a school, some commercial offices, and a church.

Surrounding General Plan land-use designations include Central District 2 west of Pine Street and east of Miller Street; Central District 1 and high-density residential north of Main Street. Land is designated for Community Facilities south of Cook Street and east of Broadway, and for Community Commercial, Central District 2, and Community Facilities west of Broadway.

According to the General Plan, the Central District 2 designation is designed to encourage the revitalization of areas near urban centers by allowing a range of intense but compatible uses. Types of uses allowed include intense residential development, neighborhood commercial, commercial/professional office uses, and institutional uses. The Community Commercial designation would include retail uses outside the central core, particularly those uses along linear development corridors, serving the regional market. Uses would exclude lumber yards, agricultural equipment yards and similar large-lot uses.

#### **4.1.2 Impacts**

##### **Relocation of the Post Office and GTE Facilities**

The removal of the U.S. Post Office from its location on Cypress Street near Cook Street was contemplated as part of the 1981 proposal, and the impacts have been analyzed in the 1981 EIR/EIS. In order to facilitate the Post Office's move, the City of Santa Maria arranged for construction of a new facility on Battles Road near Broadway, about 1.5 miles south of the present site.

The new facility, in a considerably larger building, will contain all the functions currently housed in the Cypress Street Post Office and the site will provide off-street parking for 253 cars. The new building will be completed in May 1987.

The Postmaster has stated that the new location should satisfactorily serve both residential and commercial customers. The new site provides a central location for commercial, industrial, and residential uses in the Orcutt area and Downtown Santa Maria.

General Telephone (GTE) has underground cables and major microwave transmitting facilities in the project area. The project design proposes a parking structure for the GTE site in Phase 2. No plans for this latter alternative exist, and thus the environmental consequences cannot be predicted. However, when Phase 2 is ready to be developed, it may be technologically and economically feasible at that time to permit a reduction in the size of the GTE's equipment so that it can be housed within the proposed parking structure without relocating the GTE facility. If the GTE equipment cannot be relocated, then the existing building will remain and the parking structure will be redesigned.

##### **Project Impact on Downtown Development**

The project would advance the goals of the General Plan for the Downtown by improving the appearance and business function of the Downtown center. The General Plan envisions more intense development for the surrounding blocks than currently exists, particularly for the three blocks west of Pine, between Cook and Main streets, where Central District 2 uses are planned. The proposed Town Center Expansion would promote an intensification of land use to the west of the project site.

The proposed development would change the character of the neighborhood for residents to the west of Pine Street. Retail stores west of Broadway would no longer be the hairdressers, small drug stores, real estate offices, stationery stores, and thrift shops serving the local market but would be chain and specialty stores drawing customers from the region. The development would bring traffic, parking, noise, and visual impacts to the residential neighborhood. These impacts and suggested mitigation measures are discussed in the appropriate sections in this EIR. Thoughtful site design can reduce or eliminate many of the potential conflicts between residential and commercial uses.

## Site Design

Visual effects of site design are discussed in Section 4.11. The following four site-design issues should be resolved through further design studies:

**Parking Access and Internal Circulation.** (See also Traffic and Circulation, Section 4.2.) Construction of the proposed May Co. store would prevent on-site vehicular access between the parking lot in front of Gottschalk's and the parking structure that adjoins Main Street. Only partial mitigation is possible. Moving the curb cut on Broadway to the north near the proposed May Co. would allow space for queuing for parking spaces in the surface lot and would give drivers on Broadway an opportunity to judge their chances of finding a space before turning in.

Phase 2 development on the west side would block on-site access between the main parking area and the parking structure, forcing traffic back on the public street system. On-site access and queuing space for the parking structure should be provided.

**Transit Stop.** Town Center expansion, as planned, would eliminate the existing transit stop and transfer point adjoining the mall north of Gottschalk's. Santa Maria Area Transit has requested space for five buses so that all lines could meet at a central transfer point. Because buses would arrive from all directions, the transfer point should not be near busy intersections where certain turning movements could not be accommodated. It is beyond the scope of this EIR to determine whether bus needs should be met within the project or, if so, at what location.

**Pedestrian Mall South of Main Street Frontage.** The function of this mall is unclear. It is unlikely to have much pedestrian activity and, in Phase 2, it would become a narrow alley overshadowed by the parking structure and the planned "Major B". Double-fronted stores generally present security problems for store owners, and reorienting the store entrances to the south would have negative impacts on the retail life of Main Street. This location could be considered for the transit facility if adequate bus circulation could be achieved.

**Orientation to Adjoining Retail Areas.** West side retail development would adjoin Pine and Cook streets, but is oriented to the parking areas on-site, with no store entrances or displays facing the streets. The General Plan (Land Use Policy Map) shows the opposite sides of Pine and Cook streets as "Central District 2", a designation that permits retail use, but the Plan lists R-3 (High-Density Residential) as well as C-1 (Central Business District) as "corresponding zoning." Completion of the Town Center project will stimulate interest in conversion of adjoining sites to retail use. The west-side site design seeks to keep pedestrian traffic within the project and would minimize retail linkage with the west frontage of Pine Street and the south frontage of Cook Street. Determination of whether this would be an adverse impact must depend on anticipated retail space demand and decisions on the most desirable locations for retail expansion. The General Plan does not provide clear guidance on this point.

### 4.1.3 Mitigation

See Traffic and Circulation, Noise, and Visual Impacts Sections for discussion of impacts on surrounding land uses.

As noted in Site Design (above), further design review would be required to improve parking access, provide for a transit stop, and clarify the orientation of the Town Center Expansion to adjoining retail areas.

## 4.2 TRAFFIC AND CIRCULATION

### 4.2.1 Setting

**Regional Access:** Regional access to the Santa Maria area is provided by U.S. Highway 101 (north-south), California Highway 1 (north-south), and State Routes 135 (Orcutt Expressway, north-south) and 166 (Main Street, east-west). U.S. 101, which extends north and south the length of California, is the primary link to Arroyo Grande, Pismo Beach, and San Luis Obispo to the north, and Los Alamos, Santa Barbara, and the Santa Ynez Valley to the south. Fully improved to freeway status with two lanes in each direction and grade-separated interchanges at one- to two-mile intervals, it is approximately one mile east of the project site. Linked to the site by Main Street and Stowell Road (east-west), as indicated in Figure 7, U.S. 101 currently accommodates a two-way average daily traffic (ADT) volume of 36,000 vehicles and a peak-hour volume of 4,700 vehicles (Caltrans, 1985).

Highway 1 is also a major regional highway that extends north and south the length of California. In conjunction with State Route 135, Highway 1 connects Santa Maria with communities to the south including Lompoc, Vandenberg Village and Vandenberg Air Force Base. Having two lanes without controlled access, Highway 1 bypasses Santa Maria to the west as indicated in Figure 7 and serves the city via State Route 135 from the south and Main Street (State Route 166) from the west. Its current two-way ADT volume is 2,500 vehicles with a peak-hour volume of 300 vehicles (Caltrans, 1985).

Route 135 is a major regional arterial that extends southerly from Santa Maria to Vandenberg Air Force Base and the Lompoc Valley. Designated as the Orcutt Expressway just south of the city and as Broadway through the city, Route 135 is under Caltrans jurisdiction. Improved to four lanes with limited access south of Santa Maria Way to Lompoc, its intersections along the Orcutt Expressway portion south of Santa Maria Way to Orcutt are controlled with traffic signals. The Orcutt Expressway's current two-way ADT is 26,500 vehicles with a peak-hour volume of 3,200 vehicles between Foster Road and Santa Maria Way (Caltrans, 1985).

As Main Street in Santa Maria, Route 166 extends westerly to Guadalupe. West of the city, Route 166 is a two-lane, two-way road with graded shoulders. Access is not restricted and intersections with cross roadways are controlled with stop signs. Currently Route 166 has a two-way ADT of 7,900 vehicles and a peak-hour volume of 860 vehicles west of the city (Caltrans, 1985).

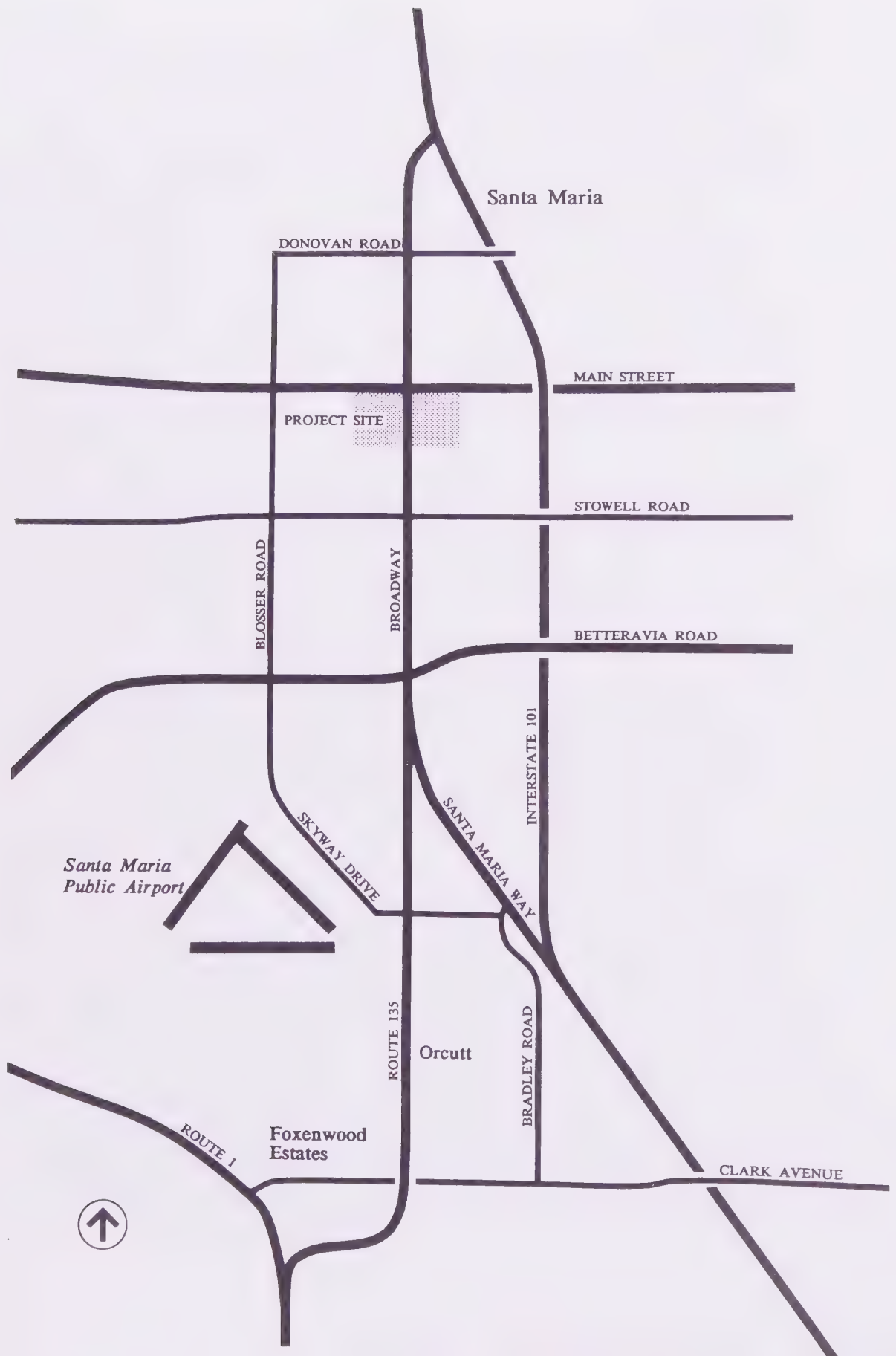


Figure 7: EXISTING ROADWAY NETWORK

**Local Access:** Local access to the project site is provided by Broadway (Route 135), Main Street (Route 166), Stowell Road, and Cook Street (east-west), Pine Street (north-south), Miller Street (north-south), and McClelland Street (north-south). Broadway, Santa Maria's major north/south arterial, extends north to U.S. 101 and south to the Orcutt Expressway. With four lanes north and six lanes south of Stowell Road, Broadway has curbs, gutters, sidewalks, and traffic signals at major intersections. There is a raised median between Fesler and Orange streets, and a continuous two-way left-turn lane between Orange Street and Stowell Road.

Main Street, the city's primary east/west arterial, extends west to the Guadalupe as Route 166 and east to intersect Highway 101 with a grade-separated interchange. Fully improved with curbs, gutters and sidewalks within the city, Main Street has two through-lanes in each direction and on-street parking. Traffic is separated with a raised median between Lincoln and Miller streets and a continuous two-way left-turn lane along the remaining length of Main Street. Major intersections are controlled by traffic signals.

A local north/south arterial in Santa Maria, Miller Street is parallel to Broadway forming the eastern boundary of the project site (see Figure 8). With curbs, gutters and sidewalks, Miller Street varies from two to four lanes with two lanes north of Stowell Road to Roble Street and four lanes north of Roble Street to Main Street. Major intersections along Miller Street are controlled by traffic signals.

Cook Street, a local arterial extending east and west parallel to Main Street, forms the southerly edge of the project site (see Figure 8). Fully improved with curbs, gutters and sidewalks in the project vicinity, it has four lanes between Broadway and Miller Street, and two lanes at other locations. The intersections of Cook Street with Broadway, Miller, and McClelland streets are controlled by traffic signals; the Cook and Pine streets intersection is controlled by stop signs on Pine Street.

A minor north/south road, McClelland Street extends south from the existing Town Center East parking garage entrance to Camino Colegio (see Figure 11) and one block north of the primary entrance to Town Center East on Main Street. McClelland Street is fully improved with curbs, gutters, sidewalks, and one through-lane in each direction in the project vicinity.

Stowell Road, a local arterial, extends east and west from Broadway and intersects U.S. 101 with a grade-separated interchange. Improved with curbs, gutters, and sidewalks at most locations, it has two through-lanes in each direction in the project vicinity. Major intersections are controlled by traffic signals. In conjunction with Miller Street and Broadway, it is as a primary link between the project site and Highway 101 to the south.

Pine Street, a minor roadway that extends north and south along the western edge of the project site, has curbs, gutters, and one through-lane in each direction. Intersections along Pine Street are typically controlled by stop signs. However, the intersection of Pine and Main streets is signalized.

**Existing Traffic Volumes and Roadway Operating Characteristics:** Existing two-way ADT volumes on local roadways in the project vicinity are summarized in Figure 8. Broadway accommodates an ADT of 28,000 vehicles south and 27,000 vehicles north of Main Street. Main Street's current ADT by vehicles is: 19,000 just east of Broadway; 15,400 just west of U.S. 101; and 18,500 just west of Broadway. Traffic volumes for other roadways in the project vicinity including Stowell Road, Cook and Miller streets are shown on Figure 8.

Existing roadway operating characteristics were reviewed using a p.m. peak-hour intersection level of service (LOS) analysis, which is a standardized method of rating an intersection's operating characteristics based upon the traffic volume to capacity ratio. The potential LOS range is A to F, with A representing the best possible or virtually free-flow conditions, and F the worst or jammed conditions. The p.m. peak-hour provides worst-case conditions: the period when the project would be generating the maximum amount of traffic coupled with peak traffic levels on surrounding roadways. The evening peak hour in Santa Maria is typically 4:30 p.m. to 5:30 p.m. Intersections, rather than midblock locations, were reviewed because they set the overall roadway network capacity. A description of the various LOS are provided in Table 7. The generally accepted minimum LOS in an urban area is D; the City has no policy on the LOS standard that is to be maintained in the Santa Maria.

The City identified a total of 16 intersections that may be impacted by the proposed development and warrant in-depth review. Intersections identified include:

- Broadway with Fesler Street, Main Street, Cook Street, and Stowell Road;
- Main Street with the Highway 101 north and southbound ramps, College Drive, Miller Street, McClelland Street, and Pine Street;
- Cook Street with Pine Street, McClelland Street, and Miller Street; and
- Stowell Road with Miller Street and the Highway 101 north and southbound ramps.

Results of the existing conditions analysis are shown in Table 8. All intersections reviewed currently operate at an LOS C or better during the p.m. peak hour: intersections of Broadway with Main Street, Cook Street, and Stowell Road, are at LOS C; intersections of Main Street with Miller Street and College Drive, are at LOS B; and the remaining 11 intersections reviewed are at LOS A.

Also shown in Table 8 are the results of LOS analysis for four development scenarios. These scenarios are described in "Capacity Analysis" in Section 4.2.2 Impacts.



Figure 8: EXISTING AVERAGE DAILY TRAFFIC

**TABLE 7**  
**DESCRIPTION OF LEVEL OF SERVICE FOR INTERSECTIONS**

Level of Service	Description	V/C Ratio
A	Free-flow (relatively). If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits through more than one red indication. Very slight or no delay.	0.00 to 0.60
B	Stable flow. If signalized, an occasional approach phase is fully utilized; vehicle platoons are formed. This level is suitable operation for rural design purposes. Slight delay.	0.61 to 0.70
C	Stable flow or operation. If signalized, drivers occasionally may have to wait through more than one red indication. This level is suitable operation for urban design purposes. Acceptable delay.	0.71 to 0.80
D	Approaching unstable flow or operation; queues develop, but are quickly cleared. Tolerable delay. Generally the minimum acceptable level for peak-hour operation in an urban area.	0.81 to 0.90
E	Unstable flow or operation; the intersection has reached ultimate capacity; this condition is not uncommon in peak hours. Congestion and intolerable delay.	0.91 to 1.00
F	Forced flow or operation. Intersection operates below capacity.	Over 1.00

Source: *Highway Capacity Manual*, HRB Special Report 87.

**TABLE 8**  
**P.M. PEAK HOUR LEVELS OF SERVICE**

Intersection	Existing		Scenario 1		Scenario 2		Scenario 3		Scenario 4	
			1989		1989 +		2000		2000 +	
			Project						Project	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Broadway at:										
Fesler	.49	A	.54	A	.56	A	.63	B	.68	B
Main	.78	C	.89	D	1.05	F	1.05	F	1.27	F
Cook	.77	C	.83	D	.93	E	.93	E	1.16	F
Stowell	.73	C	.85	D	.89	D	1.01	F	1.10	F
Main at:										
Pine	.36	A	.39	A	.41	A	.51	A	.61	B
McClelland	.31	A	.34	A	.49 <sup>3</sup>	A	.36	A	.57 <sup>3</sup>	A
Miller	.66	B	.71	C	.82	D	.80	C/D	1.00	E/F
College	.59	A	.65	B	.72	C	.73	C	.88	D
US 101 SB ramps	.44	A	.46	A	.58	A	.52	A	.68	B
US 101 NB ramps	.64	B	.68	B	.80	C/D	.75	C	.99	E
Cook at:										
Pine <sup>1</sup>	n/a	C/A/C	n/a	C/A/C	n/a	C/A/C	n/a	C/A/C	n/a	D/A/C
Miller	.52	A	.59	A	.66	B	.62	B	.83	D
McClelland	.32	A	.34	A	.44	A	.35	A	.49	A
Stowell at:										
Miller	.65	B	.74	C	.76	C	.90	D/E	.95	E
US 101 SB ramps	.37	A	.39	A	.39	A	.47	A	.49	A
US 101 NB ramps	n/a	A/A <sup>2</sup>	n/a	A/B	n/a	A/B	n/a	A/B	n/a	A/C

**Notes:**

V/C = Volume/Capacity

LOS = Level of Service

n/a = Not Applicable, intersection not signalized

1. Southbound Pine/Cook/Northbound Pine

2. A/B = Stowell Road/Ramps-Frontage Road

3. Relocated Project Entrance

**Planned Improvements:** Short-term improvements planned by the City include signalizing the intersections of Miller Street with Battles Road and Enos Drive, and the intersection of Broadway and Battles Road. City staff has also indicated Depot Street is to be extended through the Fairgrounds between Morrison Avenue and Stowell Road within the next two years (Diaz, 1986).

The long-term Circulation Plan for Santa Maria is shown in Figure 9. Plans call for extending College Drive south to Santa Maria Way as a local arterial to provide another major north/south roadway parallel to Broadway and U.S. 101. Miller Street is to be widened to four lanes as a local arterial between Santa Maria Way and Donovan Road. Depot Street is to be extended south as a local arterial to Stowell Road and will continue south as a collector to McCoy Drive. Blosser Road is to be improved to four-lane status. Extending Depot Street south of Stowell Road and north of Church Street to Main Street is expected to occur within five years as is the widening of Miller Street. College Drive is expected to be extended within five to 10 years (Diaz, 1986).

Completing long-term improvements will significantly enhance north/south circulation through Santa Maria and provide relief for the Broadway corridor by diverting traffic to parallel routes. Other improvements to east/west roadways will combine to improve the capacity of the City's circulation network.

**Transit:** The City of Santa Maria and County of Santa Barbara currently operate Santa Maria Area Transit (SMAT) which provides public transit service in the project vicinity. SMAT operates five routes within the Santa Maria region all of which have a stop at the existing Town Center Mall. Routes 2 and 4 circulate through areas north of Stowell Road. Routes 1 and 5 link the project site with residential areas further to the south, including the community of Orcutt. Route 3 provides service to the area between Betteravia Road and Main Street. Weekday service is provided between 5:30 a.m. and 7 p.m. with buses operating on approximately 35-minute headways.

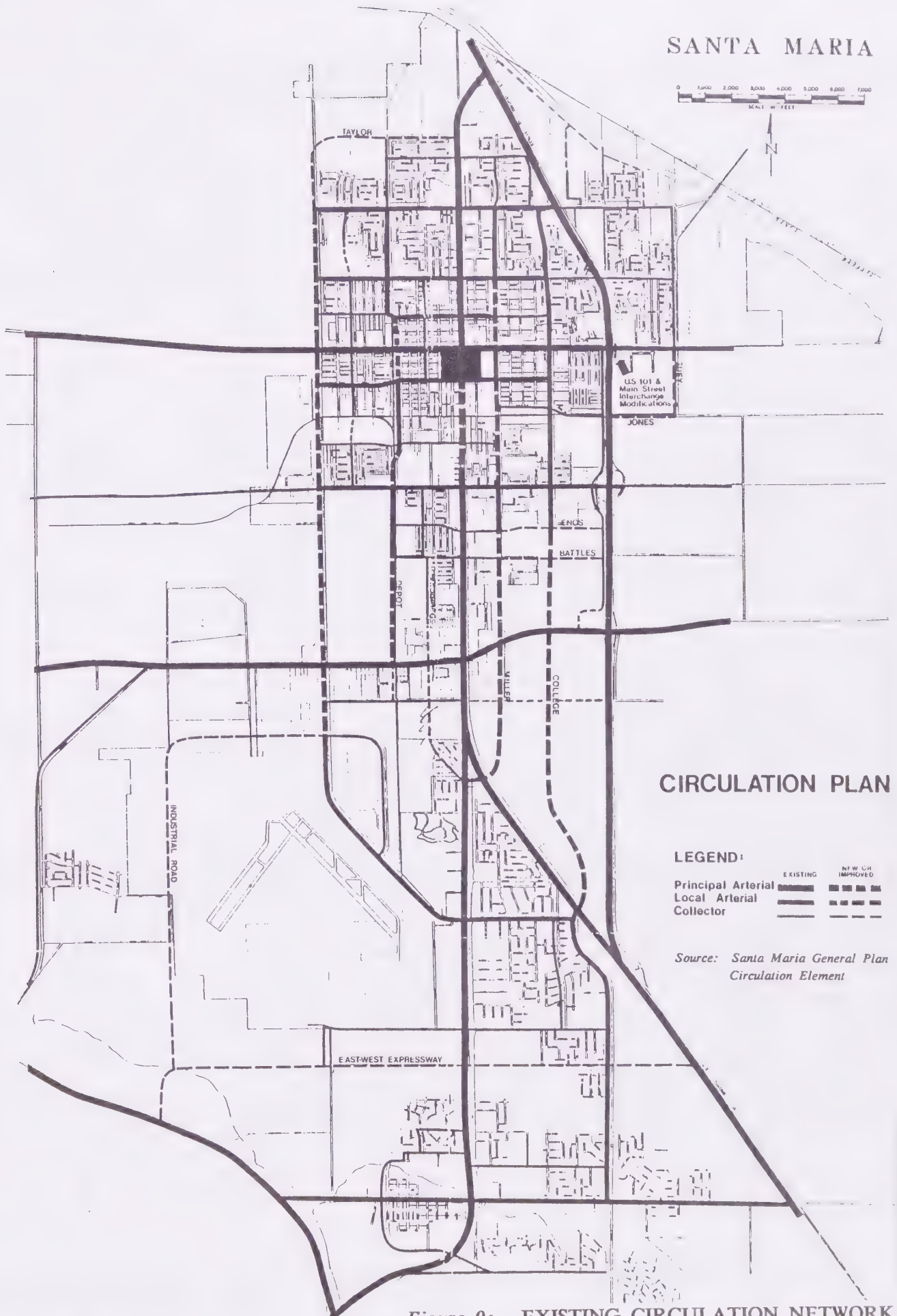
The Town Center Mall currently serves as a major transfer point between buses. All five SMAT routes interface at the mall. Buses currently circulate on-site and stop at the Main western entrance to the Mall. However, there is no formal transfer station or bus shelter.

#### 4.2.2 Impacts

Impacts of the proposed project on the local roadway network, parking and transit are described in the following sections. Impacts on mainline portions of Highway 1 and U.S. 101 are considered insignificant since the highways are removed from the project area and project-related additions would add less than 2 percent when compared to existing volumes.

**Trip Generation:** Traffic forecasts for the proposed project were prepared using trip-generation factors developed by the Institute of Transportation Engineers for retail and restaurant facilities (Institute of Transportation Engineers, 1983). The increase in traffic generated by the proposed project was forecast by first estimating current trips generated by existing develop-

# SANTA MARIA



## CIRCULATION PLAN

### LEGEND:

	EXISTING	NEW OR IMPROVED
Principal Arterial		
Local Arterial		
Collector		

Source: Santa Maria General Plan  
Circulation Element

Figure 9: EXISTING CIRCULATION NETWORK AND  
PLANNED CIRCULATION IMPROVEMENTS

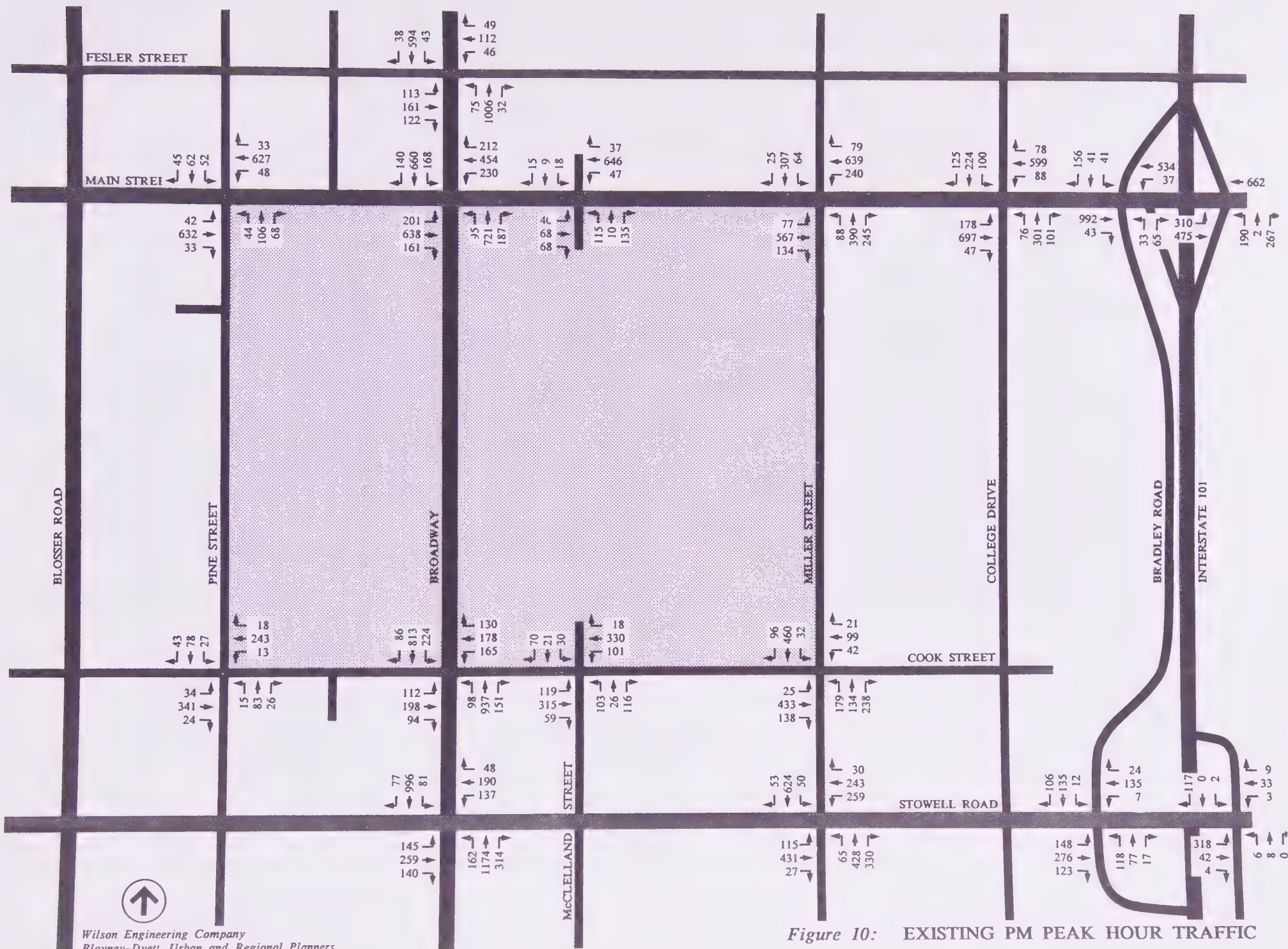


Figure 10: EXISTING PM PEAK HOUR TRAFFIC

ment which is to be removed. Trip forecasts for the proposed development were then generated. The net increase in traffic was determined by subtracting existing trip estimates for uses that are to be removed from project trip forecasts.

Estimates of daily and p.m. peak-hour trips generated by existing development that is to be removed are shown in Table 9. The proposed demolition of existing development in the project area is expected to reduce existing daily traffic volumes by 6,407 vehicles of which 218 would be inbound and 239 outbound during the p.m. peak hour.

Estimates of the daily and p.m. peak-hour trips that would be generated by Phase 1 of the proposed project are provided in Table 10. The table includes separate estimates of trips that would be generated both east and west of

**TABLE 9**  
**TRIP GENERATION FOR EXISTING DEVELOPMENT TO BE REMOVED**

Use	Size (sf)	Factor* <sup>1</sup>	ADT Trips	P.M. Peak Hour Trips			
				In	Out	In	Out
Retail	47,214	40.7	1,922	1.06	1.06	50	50
Office	9,340	12.3	115	0.36	1.84	3	17
Theater	17,619		150			-	-
Apartment	1 du	5.1	5	0.30	0.10	-	-
				te/du	te/du	-	-
Radio Station	2,188	17.7	39	0.41	2.41	1	5
Auto Parts	3,000	40.7	122	1.06	1.06	3	3
Donut Shop	2,195	164.4	362	7.50	3.00	16	7
Medical Office	1,040	54.6	57	0.89	3.05	1	3
Law Office	2,930	17.7	52	0.41	2.41	1	7
US Post Office	25,000	139.7	3,493	5.68	5.68	142	142
Union Office	1,650	54.6	90	0.89	3.05	1	5
<b>Total</b>			<b>6,407</b>			<b>218</b>	<b>239</b>

1. Institute of Transportation Engineers, 1983

\* te/ksf unless otherwise noted.

ksf = 1,000 square feet

sf = square feet

te = one-way trip end

du = dwelling unit

**TABLE 10**  
**PHASE 1 PROJECT TRIP GENERATION**

Use	Size/ Location (sf)	Factor* <sup>1</sup>	ADT Trips	Factor* <sup>1</sup>		P.M. Peak Hour Trips	
				Inbound	Outbound	Inbound	Outbound
Proposed Development West of Broadway							
Retail	147,685	41.9	6,188	2.70	2.80	399	414
Office	6,000	12.3	74	.36	1.84	2	11
Restaurant	10,000	164.4	1,644	7.50	3.00	75	30
Subtotal			7,906			476	455
Existing Uses West of Broadway to be Removed							
See Table 9			(6,407)			(218)	(239)
Subtotal			1,499			258	216
-20% capture of existing trips			(300)			(52)	(43)
Net new trips West of Broadway			1,199			206	173
Proposed Development East of Broadway							
Retail	155,000	41.9	6,495	2.70	2.80	419	434
-20% capture of existing trips			(1,299)			(84)	(87)
Net new trips East of Broadway			5,196			335	347
Total Net Phase 1 Trips							
			6,395			541	520

1. Institute of Transportation Engineers, 1983  
\* te/ksf

ksf = 1,000 square feet

sf = square feet

te = one-way trip end

ADT = Average Daily Traffic

**TABLE 11**  
**PHASE 2 PROJECT TRIP GENERATION**

Use	Size/ Location (sf)	Factor <sup>*1</sup>	ADT Trips	P.M. Peak Hour			
				Factor <sup>*1</sup>	Trips		
				Inbound	Outbound	Inbound	Outbound

PHASE 2							
Proposed Development West of Broadway <sup>2</sup>							
Retail	180,000	41.9	7,542	2.7	2.8	486	504
-20% capture of existing trips			(1,508)			(97)	(101)
Net new trips West of Broadway			6,034			389	403
Proposed Development East of Broadway <sup>2</sup>							
Retail	30,000	41.9	1,257	2.7	2.8	81	84
-20% capture of existing trips			(251)			(16)	(17)
Net new trips East of Broadway			1,006			65	67
Total Net Phase 2 Trips			7,040			454	470

1. Institute of Transportation Engineers, 1983

2. Assumes access and parking for 60,000 sf of shops on pedestrian overcrossing  
equally split between development east and west of Broadway.

\* te/ksf

ksf = 1,000 square feet

sf = square feet

te = one-way trip end

du = dwelling unit

Broadway as well as a summary of existing trips to be removed by the demolition of existing facilities. The table also shows a 20 percent reduction in the projected new trips to account for existing trips on adjacent roadways for other purposes which will stop in the shopping area, and trips to the new development which will be linked to the existing development. Phase 1 is forecast to result in a net daily increase of 6,395 trips or an additional 541 inbound and 520 outbound trips during the p.m. peak hour. Estimates of project-related trips for Phase 2 are shown in Table 11.

**Trip Distribution:** Project-related traffic was distributed on the surrounding roadway network according to the results of a market study completed for the project. The study included a survey of residents in the Central Coast Area to determine the percent willing to travel to Santa Maria to shop. The percentage was applied to 1990 population projections for these communities to derive the project traffic distribution. Table 12 summarizes the trip distribution used for the proposed project. Local trips to Santa Maria proper were distributed based on existing travel patterns and population density of individual areas within the city.

Trips were assigned to the local roadway network using existing travel patterns modified to reflect completion of improvements expected to occur by 1989 for Phase 1 and by 2000 for Phase 2. Traffic to and from communities to the north would use U.S. 101 and reach the project site via East Main Street or Donovan Road and North Broadway. Traffic to and from the west is expected

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**TABLE 12**  
**PROJECT TRIP GENERATION**

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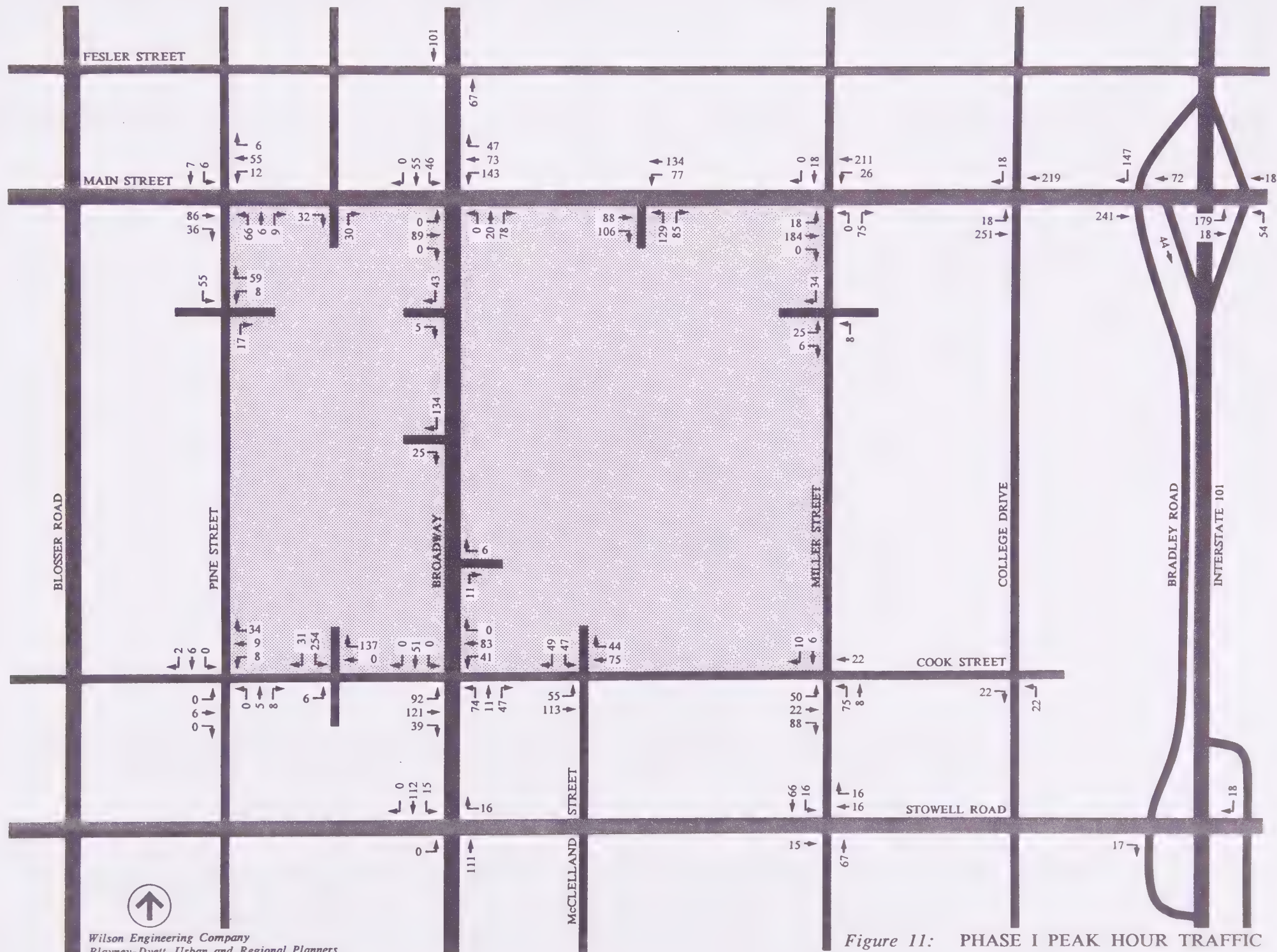
<b>Trips Originating:</b>	<b>Percent</b>
Communities North of Santa Maria	29.1
Los Alamos/Santa Ynez Valley	8.5
Lompoc Valley/Vandenberg AFB	16.4
Guadalupe	3.2
Orcutt	13.5
Santa Maria proper	29.3
<b>Total</b>	<b>100.0</b>

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Source: Santa Maria Economic Survey Update, Quad Consultants, October 1984;  
Wilson Engineering Co.

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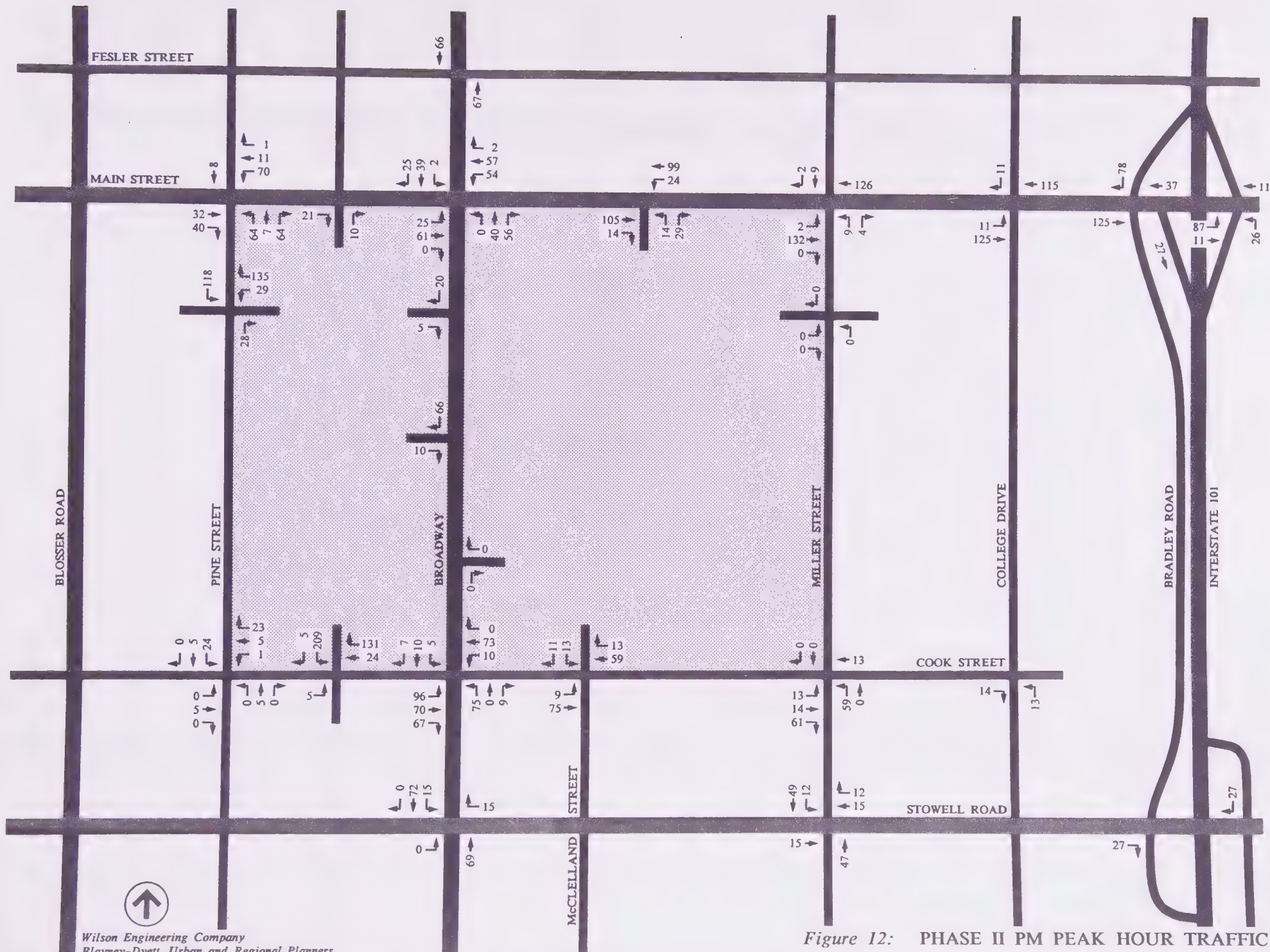


Figure 12: PHASE II PM PEAK HOUR TRAFFIC

to use West Main Street. Traffic to and from Orcutt, the Lompoc Valley, and Vandenberg AFB is projected to use the Orcutt Expressway/South Broadway or Miller Street, or U.S. 101 and Stowell Road or East Main Street. Traffic to and from the Santa Ynez Valley area is expected to use U.S. 101 and Stowell Road or East Broadway. The p.m. peak-hour assignment of project-related traffic for Phase 1 is shown in Figure 11 and for Phase 2 in Figure 12.

**Capacity Analysis:** Impacts on the roadway network were identified and analyzed at 16 intersections using an LOS analysis for four scenarios. The first scenario assumes projected 1989 roadway conditions (Phase 1 completion scheduled for 1989) without the proposed project. The second assumes 1989 conditions with Phase 1 of the project. The third assumes 2000 roadway conditions without the project (Phase 2 completion scheduled for 1998). The fourth assumes 2000 conditions with Phase 1 and Phase 2 of the project.

The cumulative traffic analysis is based on information from the City of Santa Maria regarding residential and nonresidential projects in the planning process or under construction. All residential projects included in the cumulative case to 1989 have received a City approval of some type. The other projects included in the cumulative case for 2000 have completed applications with the City. These longer-term projects all would require annexation approvals and General Plan amendments.

Nonresidential projects included in the 1989 cumulative analysis include all those under construction and most of those projects in the plan check process. The 2000 cumulative analysis included the balance of projects in the plan check stage, those approved by the Planning Commission, and those pending Planning Commission review.

Average daily and p.m. peak-hour trip estimates for residential and nonresidential projects expected to be completed and occupied during this period are summarized in Tables 13 and 14. These projects are expected to generate 19,185 additional residential trips per day and 15,264 additional nonresidential trips per day. Similar estimates of trips generated by other residential and nonresidential projects completed from 1989 to 2000 are provided in Tables 15 and 16 respectively. Residential project locations are shown in Figure 20, and nonresidential projects in Figure 21.

The results of the LOS analysis for Scenarios 1, 2, 3, and 4 are shown in Table 8. Completion of other projects in Santa Maria by 1989 is projected to reduce p.m. peak-hour operating characteristics at several intersections (Scenario 1). The intersections of Broadway with Main Street, Cook Street and Stowell Road are projected to deteriorate from LOS C to LOS D. The intersection of Main with Miller streets is projected to deteriorate from LOS B to LOS C; and the intersection of Miller Street and Stowell Road to deteriorate from LOS B to LOS C. However, all intersections reviewed are projected to continue to operate at an LOS D or better, the generally accepted minimum LOS in an urban area.

Completion of Phase 1 of the proposed project (Scenario 2) is projected to further reduce the p.m. peak-hour operating characteristics at several locations. Phase 1 development is projected to worsen p.m. peak-hour operating

characteristics at the following intersections:

- Broadway with Main Street to LOS F;
- Broadway with Cook Street to LOS E;
- Main and Miller streets from LOS C to LOS D;
- Main Street and the U.S. 101 northbound ramps from LOS B to LOS C/D;
- Cook and Miller streets from LOS A to LOS B;
- Main and College streets from LOS B to LOS C.

All other intersections reviewed would continue to operate at Scenario 1 LOS.

A number of intersections are projected to be operating at LOS E or LOS F by 2000 without the proposed project (Scenario 3). The intersections of Broadway with Main Street, and Stowell Road will be operating at an LOS F. The intersections of Broadway with Cook Street and Stowell Road with Miller Street the projected to operate at LOS E. The remaining intersections are all projected to be operating at an LOS D or better during the p.m. peak hour assuming Scenario 3 conditions. The intersections along Broadway may, in fact, operate somewhat better due to a diversion of traffic to parallel routes such as Miller Street and Depot Street when they are completed as planned. However, significant increases should be expected to occur on Broadway so that three through lanes will probably be needed to accommodate traffic at an acceptable LOS.

Completion of both Phases 1 and 2 of the proposed project would further worsen traffic-operating characteristics at some intersections. Year 2000 operating characteristics at the intersection of Broadway and Cook Street would deteriorate from LOS E to LOS F, and the intersection of Miller and East Main streets would deteriorate from LOS D to LOS E/F. The intersection of Main Street with the Highway 101 northbound ramps would operate at LOS E. The remaining intersections reviewed would continue operating at LOS D or better during the p.m. peak hour.

**Roadway Closures:** The project as proposed would include closing to through traffic Lincoln Street between Main and Cook streets, and Cypress Street between Pine Street and Broadway. This would result in existing traffic shifting to adjacent parallel routes. Closing Lincoln Street would result in slight traffic increases on Pine Street and Broadway. Closing Cypress Street would result in slight traffic increases on Main and Cook streets. Both local roadways accommodate limited traffic volumes and primarily provide access to existing adjacent businesses. Relocating existing uses, particularly the Post Office, will reduce existing traffic volumes on these roadways to the point where the amount of traffic diverted to adjacent streets will be negligible. The increases are expected to be less than 1,000 vehicles per day. Neither is shown as a primary roadway in the General Plan Circulation Element.

**Site Access:** Access to project parking areas west of Broadway is proposed at five locations (see Figures 2 and 4). In Phase 1, there would be two points of access to Broadway, one to Cook Street, one to Pine Street and one to Main Street. Access to both Broadway and Main Street would be limited to right turns into and out of the site by raised medians in Broadway. There would be both north and south access to Pine Street, and east and west access to Cook Street. It is expected that most project-related traffic from the south would

**TABLE 13**  
**1989 CUMULATIVE RESIDENTIAL DEVELOPMENT AND TRIP GENERATION**

Project Number	Project* Name	Project* Type	Size*	ADT Factor <sup>1</sup> te/du	ADT Trips	P.M. Peak Hour Inbound Factor <sup>1</sup> te/du	P.M. Peak Hour Trips	Outbound Factor <sup>1</sup> te/du	Outbound Trips
1	Western Gardens	Condo	26 du	5.2	135	.34	9	.17	4
2	Alvin Gardens	SFR	22 du	10.0	220	.63	14	.37	8
		Twnhse	67 du	5.2	348	.34	23	.17	11
3	Rancho Verde	SFR	166 du	10.0	1,660	.63	105	.37	61
4	Preisker Gardens	SFR	104 du	10.0	1,040	.63	66	.37	38
5	River Ranch	Condo	100 du	5.2	520	.34	34	.17	17
6	Boles Apts	Apt	106 du	6.6	700	.4	42	.2	21
7	Driftwood Gardens	SFR	240 du	10.0	2,400	.63	151	.37	89
8	Driftwood Glen	Condo	130 du	5.2	676	.34	44	.17	22
9	Arbor Apts	Apt	208 du	6.6	1,373	.4	83	.2	42
10	Sunrise Hills	SFR	480 du	10.0	4,800	.63	302	.37	178
11	Greens Condos	Condo	192 du	5.2	998	.34	65	.17	33
12	San Ysidro	SFR	199 du	10.0	1,990	.63	125	.37	74
13	Barcellus Senior	Apt	166 du	6.6	1,096	.4	66	.2	33
14	Canyon Pacific	SFR	49 du	10.0	490	.63	31	.37	18
15	RTL Management	Apt	72 du	6.6	475	.4	29	.2	14
16	Magnolia II	Apt	40 du	6.6	264	.4	16	.2	8
<b>Total Trips</b>					<b>19,185</b>		<b>1,205</b>		<b>671</b>

Notes:

\* Source: City of Santa Maria, 1986

<sup>1</sup> Institute of Transportation Engineers

te = Trip End, du = Dwelling Unit, Condo = Condominium, Twnhse = Townhouse,  
SFR = Single-Family Residence, Apt = Apartment, ADT = Average Daily Traffic.

(146-t13.2)

**TABLE 14**  
**1989 CUMULATIVE NONRESIDENTIAL DEVELOPMENT AND TRIP GENERATION**

Project Number	Use	Size (sf*)	ADT		P.M. Peak Hour			
			Factor	Trips	Inbound Factor	Trips	Outbound Factor	Trips
1.	Post Office	40,477	139.70te/ksf	5,655	5.68te/ksf	230	5.68te/ksf	230
2.	Medical Center	38,600	23.80te/ksf	919	1.86te/ksf	72	2.62te/ksf	101
3.	Medical Office	3,450	54.60te/ksf	188	.89te/ksf	3	3.05te/ksf	11
4.	Office	17,000	12.30te/ksf	209	.36te/ksf	6	1.84te/ksf	31
5.	Office	10,590	12.30te/ksf	130	.36te/ksf	4	1.84te/ksf	19
6.	Office	2,962	12.30te/ksf	36	.36te/ksf	1	1.84te/ksf	5
7.	Motel	214 rooms	7.00te/rm	1,498	.22te/rm	47	.22te/rm	47
8.	Auto Dealer	2,000	47.70te/ksf	95	1.97te/ksf	4	2.61te/ksf	5
9.	Convenience Store	2,560	322.60te/ksf	826	23.30te/ksf	60	23.30te/ksf	60
10.	Retail	9,360	40.70te/ksf	381	1.06te/ksf	10	1.06te/ksf	10
11.	Auto Repair	1,250	40.70te/ksf	51	1.06te/ksf	1	1.06te/ksf	1
12.	Light Industrial	1,800	5.46te/ksf	10	.40te/ksf	1	1.18te/ksf	2
13.	Industrial	12,650	7.00te/ksf	89	.24te/ksf	3	.75te/ksf	9
14.	Industrial	10,500	7.00te/ksf	74	.24te/ksf	3	.75te/ksf	8
15.	Manufacturing	43,125	2.01te/ksf	87	.16te/ksf	7	.22te/ksf	9
16.	Office	4,000	12.30te/ksf	49	.36te/ksf	1	1.84te/ksf	7
17.	Office	1,000	12.30te/ksf	12	.36te/ksf	1	1.84te/ksf	2
18.	Office	7,800	12.30te/ksf	96	.36te/ksf	3	1.84te/ksf	14
19.	Medical Office	3,601	54.60te/ksf	197	.89te/ksf	3	3.05te/ksf	11
20.	Retail	22,763	40.70te/ksf	926	1.06te/ksf	24	1.06te/ksf	24
21.	Fast Food	3,000	5.53te/ksf	1,659	17.00te/ksf	51	14.6te/ksf	44
22.	Retail	6,216	40.70te/ksf	253	1.06te/ksf	7	1.06te/ksf	7
23.	Auto Service	2,766	40.70te/ksf	113	1.06te/ksf	3	1.06te/ksf	3
24.	Auto Service	12,864	40.70te/ksf	524	1.06te/ksf	14	1.06te/ksf	14
25.	Mini-warehouse	16,000	2.85te/ksf	45	.15te/ksf	2	.15te/ksf	2
26.	Car Wash	1,900	1110.00/site	1,110	55.00/site	55	55.00te/ksf	55
27.	Manufacturing	16,000	2.01te/ksf	32	.16te/ksf	3	.22te/ksf	4
<b>Total</b>				<b>15,264</b>		<b>619</b>		<b>745</b>

1. Institute of Transportation Engineers, 1983  
 te = one-way trip end  
 ADT = Average Daily Traffic

\* = unless otherwise indicated  
 sf = square feet  
 ksf = 1,000 square feet

**TABLE 15**  
**CUMULATIVE RESIDENTIAL DEVELOPMENT AND TRIP GENERATION**  
**1989 - 2000**

Project Letter	Project Name	Project Type	Size	ADT		P.M. Peak Hour		Outbound	
				Factor <sup>1</sup> te/du	Trips	Factor <sup>1</sup> te/du	Inbound Trips	Factor <sup>1</sup> te/du	Trips
A	M.J. Smith	Condo	400 du	5.2	2,080	.34	136	.17	68
B	CDS	Condo	118 du	5.2	614	.34	40	.17	20
C	Blough	Condo	65 du	5.2	338	.34	22	.17	11
D	Teixeira	Condo	585 du	5.2	3,042	.34	199	.17	99
E	Kimes & Coates	Mixed	897 du		4,871 <sup>2</sup>		295 <sup>2</sup>		148 <sup>2</sup>
F	Hidden Pines	SFR	536 du	10.0	5,360	.63	338	.37	198
G	First Christian	Mixed	400 du		6,318 <sup>3</sup>		288 <sup>3</sup>		288 <sup>3</sup>
H	Betteravia Village	Mixed			3,725 <sup>3</sup>		255 <sup>3</sup>		150 <sup>3</sup>
I	TMI	Mixed	588 du	7.8	4,586	.50	294	.30	176
J	Fugate/Chapman	SFR	480 du	10.0	4,800	.63	302	.37	178
K1	Orcutt West	SFR	4,800 du	10.0	48,000	.63	3,024	.37	1,776
K2	Orcutt West	SFR	3,840 du	10.0	38,400	.63	2,419	.37	1,420
L	Holiday Inn	Sr.Hsng	125 du		Neg. <sup>4</sup>		Neg. <sup>4</sup>		Neg. <sup>4</sup>
<b>Total</b>					<b>122,134</b>		<b>7,552</b>		<b>4,532</b>

Notes:

1. Institute of Transportation Engineers
2. DEIR Kimes-Coates, 1986 (Scenario 1)
3. DEIR Belleravia Village, 1986 (Alternative 1)
4. Conversion of existing building assumed to generate negligible increase in trip generation.

te = Trip End; du = dwelling unit; Condo = Condominium; SFR = Single-Family Residence; Sr.Hsng = Senior Housing.

**TABLE 16**  
**1989 CUMULATIVE NONRESIDENTIAL DEVELOPMENT AND TRIP GENERATION**  
**1989 - 2000**

Project Number	Use	Size (sf*)	ADT		P.M. Peak Hour		P.M. Peak Hour	
			Factor	Trips	Factor	Trips	Factor	Trips
A	Office	7,964	12.30te/ksf	98	.36te/ksf	3	1.84te/ksf	15
B	Hotel	153 rooms	10.50te/rm	1,607	.36te/rm	55	.37te/rm	57
C	Warehouse	4,267	4.88te/ksf	21	.41te/ksf	2	1.22te/ksf	5
D	Manufacturing	22,075	2.01te/ksf	44	.16te/ksf	4	.22te/ksf	5
E	Industrial	21,364	7.00te/ksf	149	.24te/ksf	5	.75te/ksf	16
F	Industrial	8,285	7.00te/ksf	58	.24te/ksf	2	.75te/ksf	6
G	Office	4,964	12.30te/ksf	61	.36te/ksf	2	1.84te/ksf	9
H	Warehousing	49,950	4.88te/ksf	244	.41te/ksf	20	1.22te/ksf	61
	Service	1,440	40.70te/ksf	59	1.06te/ksf	2	.22te/ksf	2
	Manufacturing	10,000	2.01te/ksf	201	.12te/ksf	16	.22te/ksf	22
I	Industrial	29,858	7.00te/ksf	209	.24te/ksf	7	.75te/ksf	22
J	Manufacturing	41,718	2.01te/ksf	84	.16te/ksf	7	.22te/ksf	9
K	Industrial	25,920	7.00te/ksf	181	.24te/ksf	6	.75te/ksf	19
L	Church	Addition	n/a		n/a		n/a	
M	Restaurant	4,500	74.90te/ksf	337	2.74te/ksf	12	1.69te/ksf	8
N	Auto Repair	11,070	40.70te/ksf	451	1.06te/ksf	12	1.06te/ksf	12
O	Industrial	40,672	7.00te/ksf	285	.24te/ksf	10	.75te/ksf	31
<b>Total</b>				<b>4,089</b>		<b>165</b>		<b>299</b>
* square feet unless otherwise stated							146-t16.2	

enter the site via Cook Street. Project-related traffic from the north and east is expected to enter the site by both Broadway and Pine Street.

Projected Phase 1 and Phase 2 traffic utilization of the entrances are shown in Figures 11 and 12 respectively. Due to the right-turn-only restrictions, the entrances to both Broadway and Main Street should be able to accommodate project traffic for Phase 1 and Phase 2 without signalization. On both Main Street and Broadway there should be deceleration lanes that would allow traffic to exit the through-traffic stream and then turn into the site without slowing through traffic, which will avoid the potential for rear-end collisions. There are currently three lanes north on Broadway with one functioning as a right-turn lane into the surface parking entrance and as an exclusive right-turn lane at Main Street and Broadway. By restricting on-street parking, a deceleration lane could be created on eastbound Main Street and southbound Broadway. If in the future Broadway is to be widened to six through lanes by removing on-street parking, additional widening would be necessary to provide a deceleration lane.

The project entrance on Cook Street west of Broadway is expected to accommodate a significant portion of project related-traffic (see Figures 11 and 12). At this location, traffic volumes are expected to warrant installation of traffic signals as part of Phase 1. The access point should also be wide enough to provide an outbound exclusive left-turn and combination through/right-turn lane. Exclusive right-turn and left-turn lanes from eastbound and westbound Cook Street into the project site should also be provided.

The project proponent has indicated that delivery/service access to buildings adjacent to Cook Street would be provided from Cook Street. This is in conflict with the City of Santa Maria Public Works Department position that delivery/service access should be provided to the rear of buildings in order to deter double parking of delivery vehicles.

The project entrance from Pine Street should accommodate project traffic without signalization during Phase 1. However, an exclusive left-turn lane from southbound Pine Street into the site should be provided. By Phase 2 this entrance may also require signalization and a right-turn deceleration lane.

Pine Street would be able to accommodate anticipated traffic volumes through 2000 as a two-lane roadway with exclusive left-turn and right-turn lanes at major roadway and parking-garage entrances. However, the City should continue to monitor traffic volumes and review this conclusion prior to approval of Phase 2 of the project.

Access to the main parking area west of Broadway from northbound Broadway was reviewed to determine the potential impact of allowing left-turn lanes at this location. If left-turn access were to be provided to and from this entrance, it would require signalization. This would add another traffic signal on Broadway between Main and Cook streets adding to overall vehicle delay on Broadway. Conversely, it would reduce traffic volume on Cook Street and at the Cook Street entrance to the project site. However, the traffic reductions on Cook Street, which would occur if left turns are allowed at the Broadway entrance, are not expected to be sufficient to eliminate the need for improvements at the intersection of Broadway and Cook Street or signalization of the Cook Street entrance.

Access to the project area east of Broadway would essentially retain the current configuration. The exception would be the existing signalized entrance on Main Street at the extension of McClelland Street which would be relocated easterly to midway between Broadway and Miller Street. Shifting the entrance easterly as proposed would also require relocating the existing traffic signal. The relocated entrance would require signalization and signals would be removed from Main and McClelland streets. A raised median, extending westerly from the proposed entrance to Main Street, should be provided to restrict left turns to and from the extension of McClelland Street north of Main Street. This median will eliminate left-turn access to and from the existing First Interstate Bank on the northwest corner of Main and McClelland streets. Bank patrons arriving from the west would be forced to make a U-turn at the proposed entrance and approach the bank from the east. Similarly, eastbound patrons leaving the bank will be forced to travel west initially and make a U-turn at the intersection of Broadway and Main Street. The advantage of relocating the entrance easterly and installing a raised median in Main Street is that it will further separate signalized intersections on Main Street and should help reduce overall congestion in that area.

**On-Site Circulation:** On-site circulation as proposed should function adequately during Phase 1 both east and west of Broadway if adequate roadway geometrics are provided and access to several parking aisles is modified. However, the adequacy of the on site roadway geometrics should be further reviewed as more detailed site plans are developed. Sufficient turning radii and driveway widths should be provided to accommodate both emergency and service vehicles, as well as to promote the smooth and efficient movement of autos. The proposed site plans are not sufficiently detailed to allow comprehensive review at this time.

During final site design, care should be exercised to provide for the smooth flow of vehicles away from driveway entrances to parking stalls. One means of doing this is to use one-way aisles through parking areas with entering aisles set back from access driveways. Another is to isolate parking aisle entrances from driveways to get vehicles well onto the site before being able to enter a stall. This is particularly important concerning driveways on Main Street and Broadway and the major signalized driveways to Cook Street. The close proximity of parking aisle entrances to the Cook/Lincoln streets entrance has the potential to cause traffic to queue immediately once on site, backing into Cook Street during peak periods. A raised barrier should be extended across the aisle openings to the driveway immediately north of the entrance. The same potential for driveway congestion is present at the two project driveways on the west side of Broadway and at Church Street. Orienting incoming traffic to the second aisle using one-way traffic circulation through the parking bays would improve this. Finally, placing on-site stop signs that are oriented to promote uninterrupted flows of incoming traffic should be provided at all on-site intersections near driveways to surrounding roadways.

Access to parking adjacent to the easterly edge of Broadway should also be modified to promote the smooth flow of traffic into the parking area. The proposed design has the potential to force queuing onto Broadway particularly when trucks are maneuvering to the service dock at Gottschalk's.

Phase 2 completion would include relocating some Phase 1 surface parking west of Broadway to a new parking garage and would block on-site circulation between the major southern parking area and the northern part of the site/new parking lot. Vehicles entering the southern parking area and finding the lot full would be forced to use public streets to reach the new parking garage.

The proposed parking garage would also increase traffic volumes at the Pine Street entrance to the point where both exclusive left- and right-turn lanes from Pine Street to the entrance should be built and the entrance may need to be signalized.

Traffic on Pine Street would increase from a current ADT of 3,800 to about 5,700 in Phase 1. In Phase 2, with construction of the parking structure, traffic on Pine Street north of the garage entrance would increase by about 3,500 trips per day; south of the parking-structure entrance, project-related traffic would not increase.

**Transit:** Completion of the proposed project should be expected to minimally increase SMAT ridership. All of the system's five routes provide service to the project site and, as such, would provide transit access for shoppers from all areas of the city and Orcutt. However, experience has shown that people typically use automobiles for shopping trips to avoid carrying purchases. This is particularly true in locations such as the proposed site where parking is readily available. Studies in other locations have shown approximately 2 to 4 percent of shoppers use mass transit. Assuming a similar pattern in Santa Maria would indicate an increased ridership of 20 to 40 patrons during the peak hour for Phase 1.

The amount of increased patronage is difficult to estimate because of the number of unknown variables including the future cost of gasoline, future hours of transit operation versus time of shopping trips, etc. However, patronage can be expected to increase as will the importance and use of the inter-route transfer point. The current site plan shows no provision for passenger bus circulation or shopping/transfer points.

#### 4.2.3 Mitigation

The following measures are suggested to mitigate impacts associated with the proposed project to a level of LOS D or better. They are divided into three categories:

- (1) measures that should be completed as part of Phase 1;
- (2) improvements that would probably be required by 2000, regardless of the project; and
- (3) measures that would probably be required by 2000 to accommodate increased traffic from other development in Santa Maria as well as Phases 1 and 2 of the proposed project.

The suggested mitigation in the second and third categories should be considered as an indication of what may be required. There should be further study to verify the assumptions made considering anticipated development within the

Santa Maria area through 2000. The mitigation measures discussed focus on accommodating anticipated auto trips. Apart from a small percentage diversion of trips to public transit, other traffic-system management measures are not usually applicable to regional retail projects.

#### **Category 1: Measures Required for Phase 1**

1. Provide dual left-turn lane on westbound Main Street at Broadway when warranted.
2. Relocate the existing project entrance at Main and McClelland streets easterly as proposed and extend a raised median between the new entrance and the Broadway-Main Street intersection.
3. Relocate the existing traffic signals at the Main-McClelland streets intersection easterly to the relocated project entrance.
4. Provide deceleration/right-turn lanes to the project entrances on Main Street, Broadway, and Cook Street west of Broadway.
5. Provide exclusive left-turn lanes to project entrances on Pine Street and Cook Street west of Broadway.
6. Signalize the project entrance on Cook Street west of Broadway when warranted.
7. Provide two through lanes on eastbound and westbound Cook Street at Broadway.
8. Block access from the Cook Street driveway west of Broadway to the southernmost parking aisles.
9. Orient traffic circulation through parking aisles adjacent to driveways at Broadway to the southernmost parking aisles.
10. Locate on-site traffic control devices, i.e. stop signs, to promote the smooth flow of incoming traffic away from project driveways.
11. Redesign access to the parking area adjacent to the easterly edge of Broadway in Town Center East.
12. Provide an on-site bus stop facility/transfer point large enough to accommodate bus interface/transfer needs.
13. Provide delivery/service access to buildings adjacent to Cook Street from areas internal to the site (the on-site parking lot).

#### **Category 2: Year 2000 Conditions without Phase 1 or Phase 2**

1. Monitor traffic volumes and widen Broadway to six through lanes between Stowell Road and Main Street when warranted if future north-south traffic increases are not diverted to Miller Street and Depot Street.

2. Provide a dual left-turn lane on westbound Broadway. Auto-related impacts may be more significant than for the I-5 R/EIS because of the more intense traffic volumes.

**Category 3: Year 2000 Conditions with Phase 1** Increase in dust and other substantial areas to the west.

1. Monitor traffic volumes and widen Broadway to 60 feet at the intersection and earth moving, Stowell Road and Main Street when warranted if future construction of buildings. If the city's major traffic increases are not diverted to Miller Street and Broadway, this is of concern.
2. Provide dual left-turn lanes on both eastbound and westbound Broadway at Stowell Road when warranted. Heavy-duty.
3. Provide three through lanes plus exclusive left-turn and right-turning lanes on the northbound approach of Broadway at Stowell Road when warranted.
4. Provide an exclusive right-turn lane on northbound Miller Street at Main Street.
5. Provide an exclusive left-turn lane, and exclusive through lane and a shared through/right-turn lane on southbound Miller Street at Main Street when warranted.
6. Provide an exclusive right-turn lane on eastbound Stowell Road at Miller Street.
7. Provide a dual left-turn lane on eastbound Main Street at the U.S. 101 northbound on ramps.
8. Provide an exclusive right-turn lane into the Phase 2 parking garage from Pine Street.
9. Monitor traffic volumes at the entrance to the Phase 2 parking garage from Pine Street and signalize as warranted.
10. Provide for on-site circulation between the Phase 2 parking garage and the southerly surface parking lot west of Broadway.

Table 17 shows the predicted LOS after mitigation for six intersections where, without mitigation, LOS would deteriorate to E or F. After mitigation, the LOS would be maintained at D or better.

**TABLE 17**  
**P.M. PEAK HOUR LEVELS OF SERVICE**  
**WITH SUGGESTED MITIGATION**

Intersection	Scenario 1 V/C LOS	Scenario 2 V/C LOS	Scenario 3 V/C LOS	Scenario 4 V/C LOS
Broadway/Main	Not Required	.88 D	.88 D	.89 D
Broadway/Cook	Not Required	.84 D	.78 C	.84 D
Broadway/Stowell	Not Required	Not Required	.87 D	.85 D
Main/Miller	Not Required	Not Required	Not Required	.82 D
Stowell/Miller	Not Required	Not Required	.89 D	.87 D
Main/101 Northbound Ramps	Not Required	Not Required	Not Required	.76 C

## 4.3 AIR QUALITY

### 4.3.1 Setting

Two air quality monitoring stations are located in downtown Santa Maria: the station on McClelland Street (near Jones Street), operated by the California Air Resources Board, collects data on sulphur dioxide and ozone levels; the South Broadway station, operated by the Santa Barbara County Air Pollution Control District (APCD), monitors total suspended particulates. Data from these stations for 1981 through 1985 is summarized in Table 18. Although Santa Maria had previously been a non-attainment area for both ozone and total suspended particulates, ozone pollution has been reduced significantly over the past five years and compliance with both state and federal standards has been achieved. Total suspended particulate (TSP) standards continue to be exceeded. The high TSP level in Santa Maria is due to agricultural production, and oil and mining operations in the area, together with relatively strong prevailing winds.

### 4.3.2 Impacts

Two types of air quality impacts would result from completion of the Town Center Expansion: short-term impacts associated with the demolition of structures, grading, and new construction; and long-term impacts related to the daily operation of the project. The short-term demolition and construction impacts would be similar to those discussed in the 1981 EIR/EIS: these

impacts are summarized briefly below. Auto-related impacts may be more significant than those discussed in the 1981 EIR/EIS because of the more intense development proposed.

There would be a short-term but significant increase in dust and other suspended particulates both at the site and in the residential areas to the west. This would include emissions from demolition, excavation and earth moving, traffic on unpaved surfaces, wind erosion, and construction of buildings. Since a high concentration of particulates constitutes one of the city's major air quality problems, an increase in dust emissions would be of concern. Short-term impacts would also include exhaust emissions from heavy-duty vehicles such as trucks and bulldozers.

In the long-term, pollution would result from vehicle emissions occurring during shopping trips. (Emissions resulting from lighting and heating the stores and pedestrian bridge would not be significant.)

Tables 19 and 20 show the existing and expected air emissions related to the project. Because of technological improvements in car emission control systems, and although average daily trips increase, the total amount of emission in 2000 decline compared to existing conditions. The "no project" alternative (existing conditions projected to 2000) would generate about 18 percent less air pollution than Phase 1 of the project.

A "hot spot" carbon monoxide analysis was performed for the intersection of Main Street and Broadway using the Caline 3 model developed by the California Air Resources Board. The analysis showed the one-hour state carbon monoxide standard of 20 parts per million is not currently exceeded and would not be exceeded with cumulative development.<sup>2</sup>

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<sup>2</sup>This analysis is contained in Appendix B of this EIR. Ambient CO levels are not monitored in Santa Maria. Background levels from San Luis Obispo were used as the nearest equivalent.

**TABLE 18**  
**SANTA MARIA AIR POLLUTION SUMMARY: 1981-1985**

Station: 705 East Main Street (ozone, sulfur dioxide) 1981 McClelland Street  
 1982-1984 420 South Broadway (particulates).

Pollutant	1981 <sup>a</sup>	1982	1983 <sup>b</sup>	1984 <sup>c</sup>	1985 <sup>a</sup>
Ozone (O <sub>3</sub> )					
1-Hour Concentration (ppm) <sup>d</sup>					
Federal Standard 0.12 ppm					
Highest Hourly Average	0.10	0.10	0.08	0.09	0.09
Number of Days/Hours					
Above Standard	0/0	0/0	0/0	0/0	0/0
Sulfur Dioxide (SO <sub>2</sub> )					
24-Hour Concentration (ppm)					
California Standard 0.5 ppm					
Highest 1-Hour Average	0.07	0.05	0.04	0.04	0.08
Number of Standard Violations	0	0	0	0	0
Total Suspended Particulates (TSP)					
24-Hour Concentration (ug/m <sup>3</sup> ) <sup>e</sup>					
California Standard 100 ug/m <sup>3</sup>					
Highest 24-Hour Average	416	260	190	266	204
Number of Standard					
Violations ≥ 100	25	9	6	9	10
Number of Standard					
Violations ≥ 150	7	3	1	2	2

Notes

- a. California Air Resources Board, California Air Quality Data 1981,1982.
- b. Santa Barbara County Air Pollution Control District Annual Report, 1983.
- c. Santa Barbara County Air Pollution Control District Quarterly Report, January 1983-June 1984.
- d. ppm: parts per million.
- e. ug/m<sup>3</sup>: micrograms per cubic meter.

Construction activity related to the project would generate particulates. Based on an EPA standard, it has been estimated that particulates are generated at the rate of 1.2 tons per acre per month of construction activity. Emissions generated by construction in the project area based on this factor, assuming a 12-month construction period, would total 274 tons. Because the Santa Maria area is designated a non-attainment area for total suspended particulates, this project-related impact must be judged significant.

#### 4.3.3 Mitigation

Demolition and grading permits issued for the project should require mitigation measures to reduce the amount of particulates generated during construction. Such measures would include:

- Reducing or halting grading activities during period of high winds (greater than 15 miles per hour);
- Watering all exposed graded areas of the site at least twice daily.

**TABLE 19**  
**ESTIMATED AUTO-RELATED EMISSIONS**  
(Tons per year)

	Existing 1987	No Project 2000	Phase 1 2000	Phase 2 2000
Carbon Monoxide	609	451	553	589
Hydrocarbons	98	65	82	87
Nitrogen Oxides	45	31	38	41

Source: Urbemis #1 Land Use Emissions Model, California Air Resources Board; Blayney-Dyett (Analysis included in Appendix B)

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**TABLE 20**  
**SHORT-TERM EMISSIONS RELATED TO CONSTRUCTION**

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	<b>Phase 1</b>
Carbon Monoxide	10,360 lbs.
Reactive Hydrocarbons	3,290 lbs.
Nitrogen Oxides	46,925 lbs.
Total Suspended Particulates	2,320 lbs.

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Source: City of Santa Maria Impact Analysis

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#### **4.4 NOISE**

##### **4.4.1 Setting**

The project area is bordered by Main Street (State Route 166) and Broadway (State Route 135), principal east-west and north-south arterial routes. A map of existing noise contours (1985) shows the 65 CNEL contour<sup>3</sup> extending just beyond the road right-of-way on both Broadway and Main Street. The 60 CNEL contour currently extends about 500 feet from the road right-of-way. Traffic is the only significant source of noise in the project area.

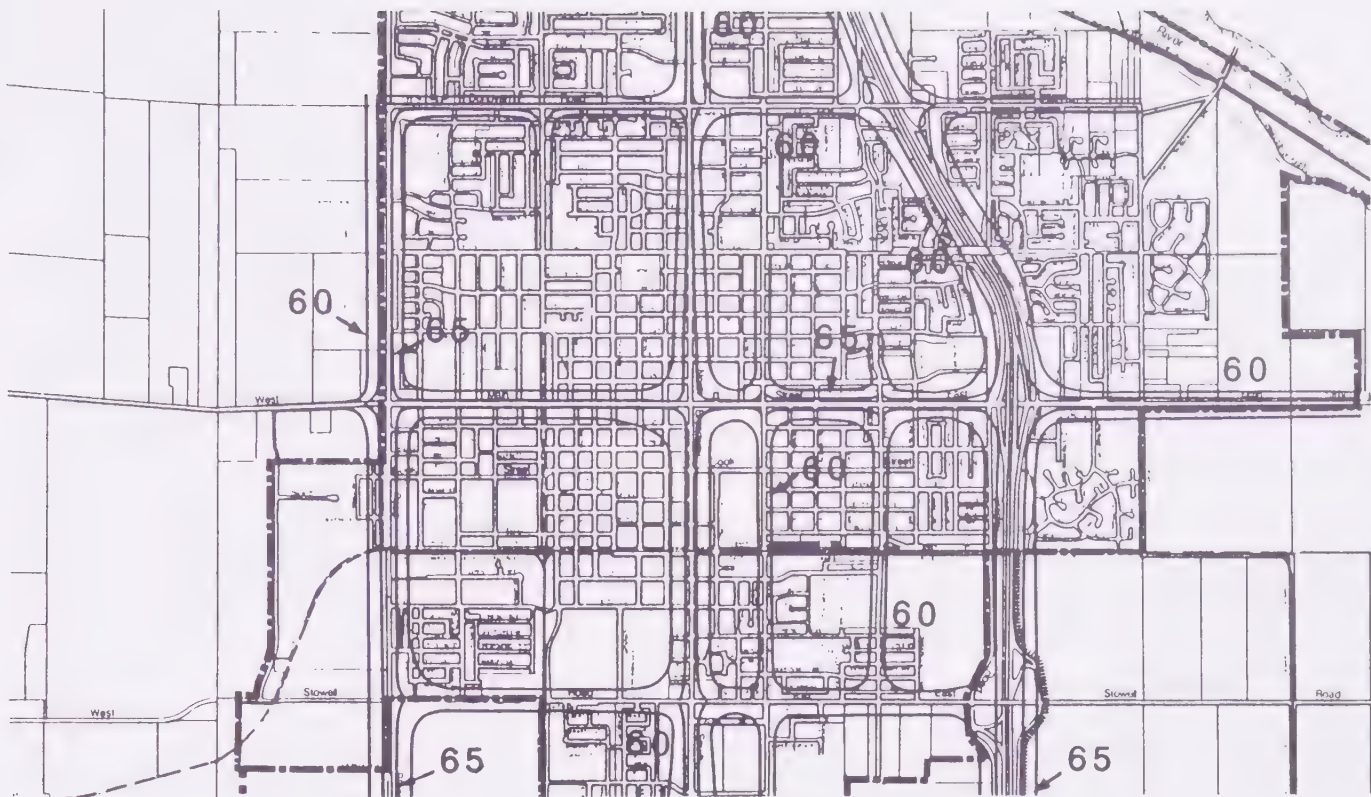
Traffic on Broadway and Main Street in 2000 is expected to cause increased noise levels, according to the General Plan Noise Element. The 65 CNEL contour is expected to extend about 150 feet beyond the roadway, and the 60 CNEL line would extend about 600 feet from the roadway, exposing more shoppers and employees to background traffic noise. In addition, project-generated traffic levels beyond those predicted by the General Plan would increase noise impacts.

##### **4.4.2 Impacts**

Construction noise impacts were described in the 1981 EIR/EIS and would be similar to the impacts of the project currently under consideration, although

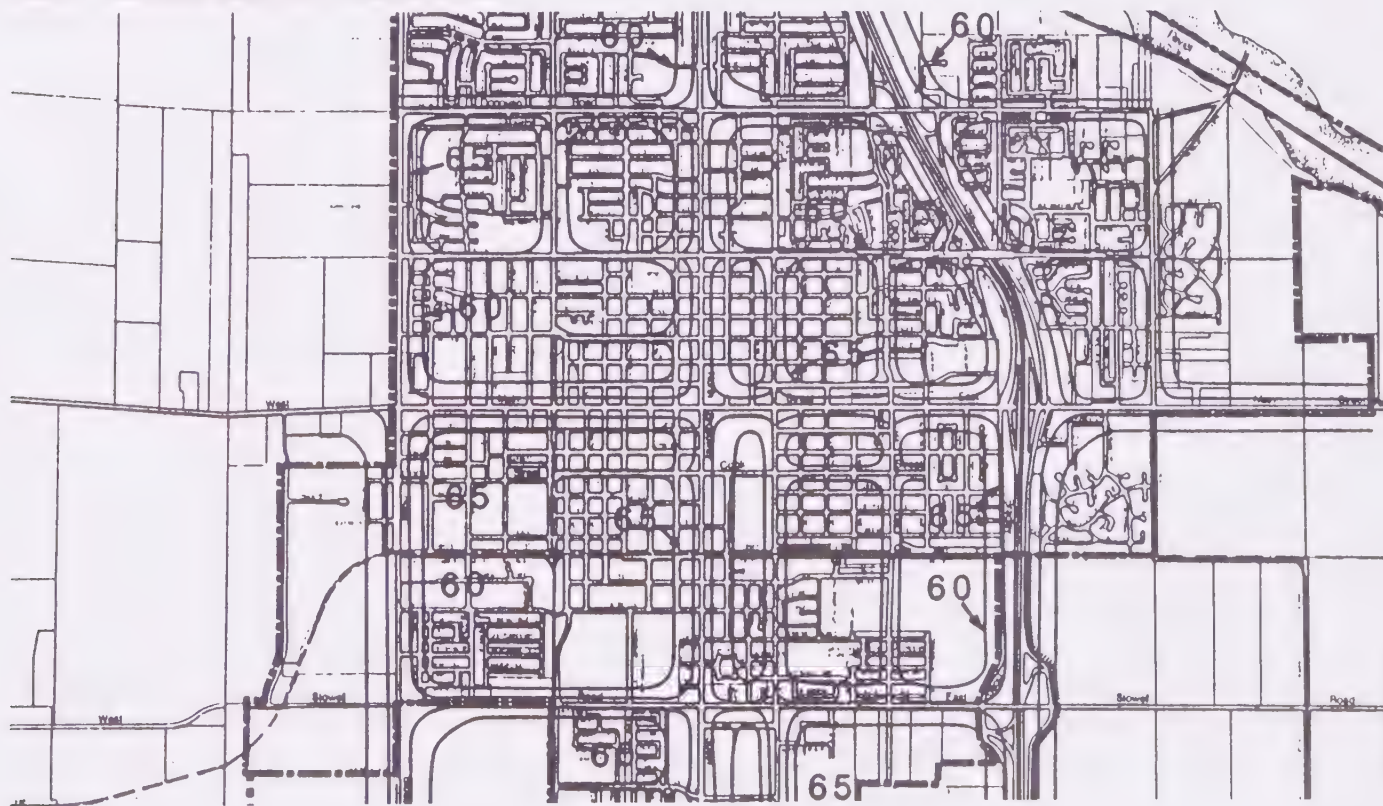
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<sup>3</sup>CNEL, Community Noise Equivalent Level: the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels occurring during the evening from 7 p.m. to 10 p.m. and addition of ten decibels to sound levels occurring during the night from 10 p.m. to 7 a.m. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The CNEL represents the daily energy noise exposure averaged on an annual basis.



EXISTING NOISE CONTOURS

Source: Santa Maria General Plan Circulation Element



FUTURE NOISE CONTOURS

Figure 13: 65 CNEL CONTOUR: EXISTING AND YEAR 2000

the greater intensity of development may lead to slightly higher noise levels or to a longer time period of noisy construction.

Traffic levels on Pine Street are expected to rise from 3,800 ADT to 5,700 in Phase 1. In Phase 2, the parking structure on Pine Street will add about 3,500 daily trips to Pine Street between Church and Main streets. This would lead to an increase in traffic noise discernable to Pine Street residents south of Church Street, and would subject the residence at the southwest corner of the Pine and Church streets intersection to a noise level of about 63 CNEL. The Noise Element of the General Plan sets a maximum of 60 CNEL for outdoor living areas and 45 CNEL for interior noise in habitable rooms (objective N.2.a).

The 65 CNEL noise contour will include a portion of the frontage on Main Street, Broadway, and Cook Street in 2000. According to the Noise Element of the General Plan, a noise level of 65 CNEL or above is incompatible with commercial development (Objective N.2.b.).

#### **4.4.3 Mitigation Measures**

Mitigation of construction noise impacts would be achieved by using several measures. Pile-driving noise impacts could be reduced by regulating the hours of operation to 7 a.m. to 6 p.m. weekdays. In addition, pre-drilling holes could reduce pile-driving effects by minimizing the number of blows per pile and therefore the number of noise-generating impacts. Noise barriers could be provided between construction equipment and sensitive receivers, creating noise reductions of up to 15 dB for shielded receivers. Impact tools and powered construction equipment could be required to be fitted with state-of-the-art mufflers and enclosures. The Redevelopment Agency should ensure that the construction contract with the building contractor includes clauses and stipulations such as those noted above to reduce construction noise.

In Phase 2, a parking structure entrance located away from Pine Street and accessible from the on-site surface parking locations would reduce trips and noise on Pine Street. Any necessary noise insulation for residences should be provided by the developer. No reasonable mitigation is available to reduce extensive noise levels for the Main Street, Broadway and Cook Street frontage, and therefore a statement of overriding consideration would be required for project approval.

### **4.5 HISTORIC AND CULTURAL RESOURCES**

#### **4.5.1 Setting**

The 1981 EIR/EIS on the Westside Revitalization Project described the historic resources in the project area and the reader is referred to that report. The Paulding Residence at 119 West Cook Street, a structure considered by the Santa Maria Valley Historical Society to have potential historic significance, has already been moved from the project area to the Ikola Historic Park.

#### 4.5.2 Impact

Project impacts on historical resources would be similar to those discussed in the 1981 EIR/EIS with the exception that the current project envisions the demolition of the Santa Maria Theater, which was built in 1928. Although at one time it may have been a significant example of theater architecture, it has been extensively remodeled both inside and out.

In 1985 the Santa Maria Theater owner submitted plans for building expansion and renovation. However, since that time the Redevelopment Agency has made an offer to purchase the property from the owners. Negotiations are still underway.

Historical and archaeological resources are offered some protection under state law if such discoveries are deemed unique. A unique resource, as defined by Section 2183.2 of the Public Resources Code, has the following attributes:

1. Contains information needed to answer important scientific research questions and there is demonstrable public interest in the information;
2. Has special and particular quality, such as the oldest of its type and the best available of its type; and
3. Is directly associated with a scientifically recognized prehistoric or historic person or event.

Only a unique archaeological resource potentially affected by a proposed development qualifies for special protection. Non-unique resources need be given no further consideration beyond recording their existence.

#### 4.5.3 Mitigation

No mitigation required.

### 4.6 FISCAL, ECONOMIC AND EMPLOYMENT IMPACTS

#### 4.6.1 Setting

In the Santa Maria area, the most important contributors to the economy are agricultural crops, food manufacturing, electrical products and transportation equipment, mining, and the federal government. Agricultural employment declined from 1975 to 1980, but employment in agricultural services more than doubled. Manufacturing employment grew by about 23 percent, with the largest increase in transportation equipment.<sup>4</sup>

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<sup>4</sup>General Research Corporation, *Economic Survey for the City of Santa Maria: Commercial Retail Development*, February 1980.

The Santa Maria Chamber of Commerce reports that Vandenberg Air Force Base, located about 18 miles southwest of Santa Maria, employed approximately 15,500 persons (military, civil servants, contractors and other government and non-government personnel) in 1985.<sup>5</sup> About 25 percent of this employment is related to space shuttle construction and operation. Recent cutbacks in the space shuttle program have led to the layoff of about 1,000 workers; an additional 500 may be laid off in 1987.<sup>6</sup> In 1984 the payroll related to the base (including contractors and retirees) was approximately \$377 million.<sup>7</sup>

**The retail economy.** Information in this section is taken from the *Santa Maria Economic Survey Update*, prepared by Quad Consultants Inc. (October 1984). The survey was used by the City to evaluate the strength of Santa Maria's trade area by: assessing the effects of its potential competing shopping centers; and exploring the sizes and types of its retail stores that would be most likely to capture "leaked" consumer expenditures.

Retail sales (unadjusted for inflation) in the five-year period prior to 1984 increased by approximately 53 percent. On a per capita basis, sales for retail goods (not including automobiles or building supplies) averaged \$5,014 in 1983, approximately 60 percent higher than the state and county average, indicating that Santa Maria is a retail center for the area. By comparison, San Luis Obispo's per capita sales for the same categories of goods were an estimated \$4,471.

Tourist expenditures contribute over \$4.3 million annually to local retail sales in the community. Quad Consultants estimates that for each dollar directly spent by tourists in the community, there is an additional \$1.05 in retail sales generated through subsequent "indirect" expenditures.

In 1984 Santa Maria had over 3.9 million square feet of retail commercial and office space, 97 percent of which was occupied. According to the Quad report, the vacancy rate when the report was prepared was one-half of what is normal, indicating a strong demand for commercial building space in the community. Some vacancies were observed in the Town Center Shopping Mall, but over half of the vacant space was slated for occupancy in the near future.

Quad Consultants' analysis, based on assumptions regarding capture rate, population and income, concluded up to 1 million square feet of additional commercial space will be required to serve the increased anticipated demand by 1990. Up to 172,900 square feet of the demand for general merchandise/general retail space in that year could be served by new department stores, indicating that two additional full-line department stores could be economically feasible. By 1995, Santa Maria could support 413,000 additional square feet of department-store space.

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<sup>5</sup>Santa Maria Valley Chamber of Commerce, *Economic Statistics of Santa Maria Valley*, 1986

<sup>6</sup>Senior Airman Mike Addison, Public Affairs Office, Vandenberg AFB; Darlene Watson, Santa Maria Chamber of Commerce.

<sup>7</sup>Santa Maria Valley Chamber of Commerce, *Economic Statistics of Santa Maria Valley*, 1986.

Various factors could affect the actual amount of space supportable in Santa Maria in the 1990s. Development of competing shopping facilities in the market area could reduce the amount of space that would be economically viable in Santa Maria. A shopping mall in San Luis Obispo is under construction and will include an 80,000-square-foot department store (Gottschalk's) to be completed in late 1986, and 181,000 square feet of other stores on a 25-acre site in the southwest section of the city.<sup>8</sup> A future phase will contain another 15,000 square feet of retail space and a 193-suite hotel. This mall would have more of an effect on retail sales in Santa Maria if it had a Macy's, Robinsons, or Bullock's as an anchor rather than Gottschalk's, but such stores are not likely to locate in the smaller San Luis Obispo area before serving Santa Maria.

Activity at Vandenberg AFB will also affect the amount of retail space economically viable in Santa Maria. An abrupt cessation of aerospace employment at Vandenberg AFB could cause retail expenditures to drop by up to 10 percent. In general terms, however, Quad Consultants believes the proposed expansion of the Town Center Mall is economically supportable.

According to a representative of the Westside Property Owners Association,<sup>9</sup> existing retailers would benefit from the Town Center Expansion because it would draw more customers to Downtown, would consolidate Santa Maria's position as the major retail center for the north county, and would provide needed parking and visual improvements to Downtown. Although the expansion may benefit particular specialty stores and services, it is unlikely to help those types of stores that are represented in the mall such as clothing and shoe stores. The frontage to remain on Main Street currently consists of a variety of stores selling furniture, books, draperies, kitchen cabinets, foreign car parts, carpets and upholstery, stationery, fabrics, shoes and groceries.

#### 4.6.2 Impacts

The development of the Town Center Expansion will result in an additional 350,000 square feet of retail space in downtown Santa Maria. This retail space addition will have impacts on employment and City revenues through increases in sales and property taxes.

**Employment:** Using employment per store figures collected by the General Research Corporation in 1980,<sup>10</sup> the Santa Maria Community Development Department prepared a square foot per employee ratio of 464 square feet per

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<sup>8</sup>Judy Lottner, San Luis Obispo Planning Department, personal communication, October 16, 1986.

<sup>9</sup> Lorraine Spade, personal communication, October 20, 1986

<sup>10</sup>Table 3.1 p. 43 *Economic Survey for the City of Santa Maria*, February 1980.

employee for retail development. Applying this ratio to both existing<sup>11</sup> and proposed development, the following comparison of existing and projected employment can be made:

	Existing	Phase 1	Phase 1 & 2
Town Center West	505	557	983
Town Center East	1,199	1,534	1,534
Total	1,704	2,091	2,517

Retail employment on the east side and west side will increase from about 1,700 currently to 2,500 when Phase 2 is completed -- an increase of about 48 percent. Because of the general retail space growth trend in Santa Maria, the EIR consultants believe these jobs would be a net addition to the retail sector rather than relocation of jobs from other locations in the city.

**Fiscal impacts:** Katz Hollis, Financial Consultants, have prepared an analysis of the fiscal impacts of Phase 1 of the proposed project.<sup>12</sup> The report predicts that total property tax revenue from the project area will increase from \$648,000 in fiscal year 1985-86 to \$959,000 in fiscal year 1992-93. Sales tax revenues will increase from \$667,000 in FY 1986-86 to \$2,053,000 in FY 1995-96. These projections are in 1986 dollars. Revenues have been increased to reflect inflation of 2 percent for 1986, and 4 percent thereafter. Sales and sales tax have been escalated to reflect anticipated population growth of 4.2 percent annually through 1990, and 2.1 percent thereafter.

Santa Maria Director of Finance Robert Hossli predicts that in the first seven to 10 years of the project, the cost of financing improvements will exceed revenues, but thereafter revenues will exceed expenses.<sup>13</sup>

#### 4.6.3 Mitigation

No negative impacts have been identified and therefore no mitigation is required.

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<sup>11</sup>The applicability of this figure for existing small-scale, non-mall development may be challenged because the employment ratio is based on the store mix that exists in the Town Center Mall. However, no employment ratios for non-mall development exist.

<sup>12</sup>Letter to Robert S. Hossli, Director of Finance, City of Santa Maria, from Katz, Hollis, Coren & Associates Inc., dated June 23, 1986.

<sup>13</sup>Personal communication, October 17, 1986.

## 4.7 SEWER, STORM WATER, FLOOD CONTROL, AND WATER SUPPLY

### 4.7.1 Setting

Wastewater in Santa Maria is treated at the City's wastewater treatment plant on Black Road just south of Main Street. The current operating level of the plant is 5.15 million gallons a day (mgd); current capacity is 7.8 mgd. The Cook Street sanitary sewer line is currently surcharged.<sup>14</sup> A recent sewer master plan recommended a parallel line.<sup>15</sup>

Storm water is collected in the City's storm-water system and is eventually discharged in the Santa Maria River northeast of the city. There are currently no problems in the storm-water infrastructure in the project area. The nearest storm-water retention basin is near Miller Street south of Cook Street.

The General Plan Environmental Resources Management Element shows the 100-year-floodplain which extends along the Santa Maria River and the east side of Highway 101. Additional flooding can be expected along West Main as far east as Blosser Road. The area of potential flood does not extend to the project area.

The water supply to the project would be drawn from ground-water supplies. The city is overdrafting water from the Orcutt Storage Unit that covers approximately 110,000 acres with an average depth of 1,000 feet. Overdrafting the basin was discussed in the 1981 EIR. The City is negotiating with the state and Santa Barbara County to receive State Water Project water but none will be available for about 10 to 15 years. The water would have to be piped from the central valley region and would require treatment before consumption.

In addition to the Orcutt overdraft problem, the City also has been experiencing a degradation of ground water quality. As reported in the Betteravia Village Draft EIR<sup>16</sup> total dissolved solids (TDS) have increased in recent years and currently range from 780 to 800 parts per million (ppm). Water treatment is recommended at 500 ppm and mandated by the state at 1,000 ppm.

Improving water quality and/or importing state water will lead to higher water prices in Santa Maria. The City recently authorized a rate increase to municipal water users for the purposes of banking money to pay for importing state water.

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<sup>14</sup>Sanitary sewers are designed for gravity flow, with the line being less than half full. Surcharging is when flow in pipes is above this line. Problems result because pipe joints are not designed for this flow.

<sup>15</sup>*Sewer Capacity Analysis*, John Carollo Engineers, April 1986.

<sup>16</sup>Michael Brandman Associates Inc., September 1986.

#### 4.7.2 Impacts

The city's project impact analysis model predicts that Phase 1 and Phase 2 of the Town Center Expansion would result in the following water use and sewage generation:

	Existing			Development	
	East Side	West Side	Total	After Phase 1	After Phase 2
Sewer Generation (gallons per day)	17,394	14,254	31,648	24,761	31,586
Water Consumption (acre feet per year)	29.98	22.97	52.95	43.56	55.32

Comparing current development with development that would exist at the completion of Phase 2 shows that sewage generation will decline slightly and water consumption will increase less than 5 percent. This is because residential units that would be removed by the project use more water and generate more sewage than does retail development.

According to the Santa Maria Public Works Department<sup>17</sup>, no retention basin would be required for the proposed development. The area of impervious surfaces would probably decrease with the proposed development since the Town Center Expansion would incorporate additional landscaping.

A report prepared for the City of Santa Maria by Paller-Roberts Engineering, Consulting Civil Engineers<sup>18</sup> describes the impacts of the project on the on-site utility lines and the rerouting and replacement that will be necessary. This report is included in Appendix A.

#### 4.7.3 Mitigation

Impacts of the proposal are negative or minimal. However, the cumulative impacts on water use would be significant, and thus impact fees to pay for transmission and treatment facilities for State Water Project water should be instituted.

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<sup>17</sup>David Rubic, personal communication, October 27, 1986.

<sup>18</sup>Utility Master Plan Conceptual Report for Towncenter West, August 28, 1986

## 4.8 SOLID WASTE

### 4.8.1 Setting

Solid waste is collected by the City of Santa Maria and dumped at a landfill northeast of town near the Santa Maria River. The landfill is estimated to serve Santa Maria for the next 10 years.

### 4.8.2 Impacts

The City's project impact analysis model predicts that Phase 1 and Phase 2 of the Town Center Expansion would result in the following generation of solid waste, based on a factor of 2.7 pounds/day for residents and 2.8 pounds/day for employees:

	Existing		Total	Development	
	East Side	West Side		After Phase 1	After Phase 2
Solid Waste (tons per year)	509	286	795	994	1,116

The site design orients the frontage of the specialty shops along Cook and Pine streets toward the interior parking lots, thus necessitating garbage storage and pickup on Pine and Cook streets. The site plan does not designate any storage/pickup areas.

### 4.8.3 Mitigation

Project design should incorporate an appropriate number of screened garbage storage and pickup areas.

## 4.9 POLICE AND FIRE SERVICES

### 4.9.1 Setting

**Police.** The Santa Maria Police Department currently has 59 officers, 15 marked patrol cars, and 10 unmarked patrol cars. The Department has plans to hire another five officers in the next two years.

According to the Department<sup>19</sup> the existing Town Center Mall has relatively few crime problems. Currently one police officer patrols the Town Center Mall. However, there is a public perception not borne out by statistics that

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<sup>19</sup>Chief Joe Centeno, Santa Maria Police Department, personal communication, October 9, 1986.

the parking structure is an unsafe place. Future parking structure design should attempt to make users feel more secure.

**Fire.** The project would be served by the East Cook Street Fire Station about a block away. Equipment there includes two engines, one ladder truck, one rescue truck, and a four-wheel drive brush truck. Any fire on the project site would require personnel and equipment from the two other stations at Donovan Road and College Drive (one mile northeast) and at Carmen Lane and Thornburg Street (1.5 miles southwest).

#### **4.9.2 Impacts**

**Police.** Assuming that 24-hour security is provided in the Town Center Expansion, two or three additional officers will be required to patrol the development seven days a week. With an average salary per officer (including fringe benefits) of \$39,000, police officer costs may increase by \$120,000, exclusive of vehicle or equipment needs.

**Fire.** Battalion Chief Joe Johnson<sup>20</sup> believes that no additional fire service equipment or personnel will be required to serve the proposed project.

#### **4.9.3 Mitigation**

**Police.** Design and lighting in the proposed parking structures should be carefully reviewed by the Police Department in order to improve visibility and security.

**Fire.** Sprinkler systems are required for large commercial developments in accordance with the Uniform Fire Code. Costs of Police and Fire services would be covered by increases in sales and property tax revenues.

### **4.10 HOUSING AND POPULATION**

#### **4.10.1 Setting**

According to the General Plan, Santa Maria has grown 20 percent since 1980, with population increasing from 39,685 to 48,345, and households from 14,040 to 18,458. Housing units have increased from 15,018 in 1980 to about 18,990 in 1985, an increase of almost 800 units a year during this period. There are currently 2,593 units approved for construction in the City, with an additional approximately 12,000 units proposed subject to approval of General Plan Amendments and zoning changes<sup>21</sup>. Planning Staff believe that residential development will continue at about 800 units a year at least for the next ten years.

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<sup>20</sup>Personal communication, November 6, 1986.

<sup>21</sup>Major Residential Developments, City of Santa Maria, August 6, 1986.

#### 4.10.2 Impacts

The construction of the Santa Maria Town Center West would require demolition of 48 residential units (29 of these are residential hotel rooms in the Grayson Hotel on Broadway), 38 of which, according to the Redevelopment Agency are in substandard condition. Most of these units have already been vacated, and moving expenses and relocation assistance have been rendered. Insofar as units to be demolished house persons of low or moderate income, redevelopment agencies are usually required by state law to rehabilitate, develop or construct for rental or sale to low and moderate income households, an equal number of replacement dwelling units (California Health and Safety Code Section 33413[a]). The Health and Safety Code requires that 20 percent of the tax increment accruing from a redevelopment area be allocated to a low- and moderate-income housing fund that will be used for the construction or rehabilitation of housing units for very low-, low- and moderate-income households (Section 33478.1). These funds can be used for the required replacement of demolished low and moderate income units.

In the Town Center project area, of the 34 individuals displaced, 29 are low- or moderate-income; of the 17 families, 16 are low- or moderate-income.

However, redevelopment projects initiated prior to 1977 may reduce or eliminate the 20 percent set-aside for low- and moderate-income housing, if the redevelopment agency finds that: (1) no need for additional low- and moderate-income housing exists in the community; (2) that some stated percentage less than 20 percent of the increment is sufficient to meet the housing need; or (3) that other substantial equivalent efforts, including the obligation of funds from state, local and federal sources for low- and moderate-income housing, are being provided in the community. The Central City Redevelopment project was adopted in 1969 and amended in 1972.

In addition, AB 265 (amending Section 33334.3, and adding Sections 33334.6 and 33334.7 to the Health and Safety Code) allows an agency to reduce or eliminate the low- and moderate-income housing requirement in any fiscal year that the agency finds the reduction necessary in order to make payments on indebtedness incurred prior to January 1, 1986. Such a reduction requires adoption of a resolution made after public hearing. The City of Santa Maria prepared and adopted such a resolution in 1985 and 1986.

City of Santa Maria Community Development Department representatives believe that the elimination of the 20 percent set-aside has not and will not adversely impact the housing choices of low- and moderate-income households. According to the annual performance report submitted to HUD, the displacement in the project area has improved the living, economic, and environmental conditions of the displacees.<sup>22</sup> Prior to 1984, an average of only 25 units per year were built as rental housing. Since that time, the City has made significant efforts to use state and federal housing programs to produce rental housing for low- and moderate-income families in the city: recent participation in the County's mortgage revenue bond program has produced 936 rental units, 20 percent of which are reserved for low- and moderate-income households.

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<sup>22</sup>Displacement Form -- HUD 4949.7: Narrative; reference RD-HUD 49497.

The City of Santa Maria has not officially committed the sales tax increment to repayment of the redevelopment debt. If these funds were officially committed to debt repayment, then the City would be required to pay 20 percent of the funds to a low- and moderate-income housing fund.

The addition of approximately 800 jobs may lead to an increase in population of up to 1,800 people (assuming 1.2 workers per household and a household size of 2.71 persons). In that this proposed retail development consolidates Santa Maria's position as a retail center and encourages further retail development, this project could be viewed as growth-inducing. This is discussed in Section 7.5.

#### **4.10.3 Mitigation**

The loss of units affordable to low and moderate income households is an adverse impact in a community, where, in 1980 over 2,500 low and very low income households were paying more than 25 percent of their income to rent. However, 38 of the units vacated in the project area were substandard and were not providing adequate housing for the occupants.

All the displacees received individual assistance, counseling, moving expenses, and lump-sum rental assistance. In six cases, the Relocation Officer was able to arrange for Section 8 rental assistance through the County Housing Authority. The City should continue to pursue available housing programs and funds that will produce housing for low-and moderate-income families.

### **4.11 VISUAL IMPACT**

#### **4.11.1 Setting**

As noted in the 1981 EIS/EIR, the overall visual effect of the six-block area west of Broadway is of a tight urban structure, with a definite street wall along Main Street and Broadway. There are gaps in the street wall in the interior blocks, particularly where new, landscaped off-street parking has been added.

Figures 14, 15 and 16 show several views of the west side of the Town Center project area. There are few notable buildings. Where storefronts have been remodelled, the additions often clash with older tile roofs and friezes as in the Santa Maria Theater block. Or building design elements are absent as in the store-fronts on Church Street in Figure 16. The Framar Building on the east side of Lincoln Street near Church Street still exhibits some original facade ornamentation, including fenestration molding and portal cornices, and the Post Office (Figure 15) is an attractive building.

The overall impression of the existing Town Center Mall (on the east side of Broadway) is of an inward-oriented suburban shopping center. Maturing trees and other planting soften the effect somewhat, but surface parking areas have few trees except near the edges.



Source: Ross Levin & Macintyre, Architects

Figure 14: THE SANTA MARIA THEATER



*Figure 15:* EXISTING WESTSIDE DEVELOPMENT: POST OFFICE ON CYPRESS STREET NEAR LINCOLN STREET; PARKING LOT OPPOSITE POST OFFICE



*Figure 16:* EXISTING WESTSIDE DEVELOPMENT: STORE FRONTS ON CHURCH STREET NEAR LINCOLN STREET AND EAST SIDE OF LINCOLN STREET NEAR CHURCH STREET

#### 4.11.2 Impacts

The bridge across Broadway would be the dominant visual feature in central Santa Maria, terminating the vista along Broadway until the viewer is almost underneath it. Much of its effect would depend on its architectural design, and there is likely to be disagreement as to whether it is a positive or negative element. In Phase 1, the bridge would be 32 feet wide, similar to a two-lane freeway overcrossing. Figure 20 illustrates the conceptual design for Phase 1 development. In Phase 2, with shops, the bridge would be about 160 feet wide and would feel somewhat like a short tunnel to drivers on Broadway. Unless there is good lighting and active retail frontage under the bridge, it could have much of the depressing character of many freeway undercrossings. No sketches of the bridge in Phase 2 are available from the developer. Figure 5 shows an example of a bridge with stores.

The May Company building would tie the existing Town Center Mall to Broadway, giving it a more urban character. The parking structure on Main Street also would contribute to any urban feel, but its 400-foot-long elevation parallel to the street would require careful architectural or landscape treatment if boredom is to be avoided.

Both the site plan and the elevations for Town Center West indicate more interesting building forms and architectural detailing than the existing mall. Elevations adjoining Pine and Cooks streets would have architectural interest, although they would lack retail activity. Figure 19 shows that the exterior of the proposed larger stores would remain blank and uninviting in keeping with the current preference of most department stores for eliminating windows. This trend has been reversed in some recent shopping center designs.

The First Methodist Church at the corner of Cook Street and Broadway is not architecturally large or strong enough to compete with the two shopping centers. If it is to remain, stronger landscaping both at the corner and perhaps including tall trees adjoining on the west and north would help anchor this site.

Parking lot landscaping indicated on the site plan is minimal and should be strengthened by an overall tree pattern rather than limiting tree locations to the ends of aisles.

#### 4.11.3 Mitigation

The redevelopment of the six-block area west of Broadway and the additional development east of Broadway has the potential to improve the visual quality of the area by imposing visual continuity on the west side and reducing the suburban feel of the eastside. However, as noted above, there are components of the plan that could be improved by additional design review.



## Town Center West

Santa Maria, California

DEVELOPERS: RY-BAR/KALOF  
Los Angeles, California  
THE HAHN COMPANY  
San Diego, California

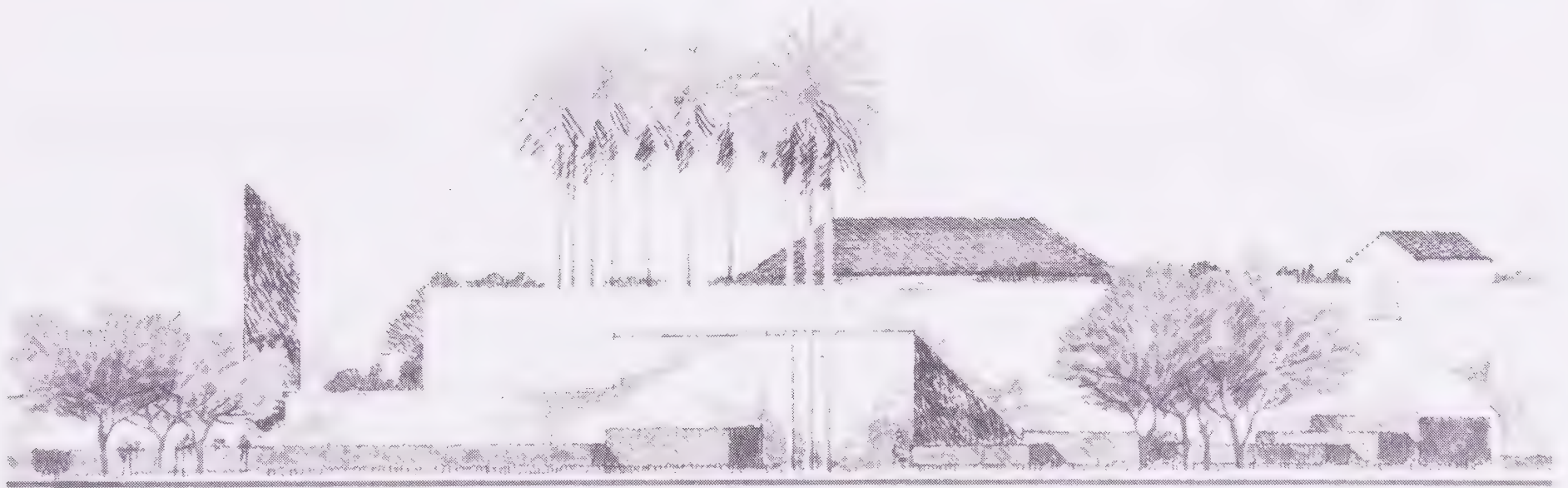
ARCHITECT: MILLARD ARCHULETA  
EDDY-PAYNTER ASSOCIATES  
Los Angeles, California

*Figure 17:* TOWN CENTER WEST: VIEW TOWARDS CORNER OF PINE STREET AND COOK STREET



COOK STREET ELEVATION / SOUTH      SCALE : 1/8" = 1'-0"

*Figure 18:* TOWN CENTER WEST: COOK STREET ELEVATION - SOUTH



*Figure 19:* TOWN CENTER WEST

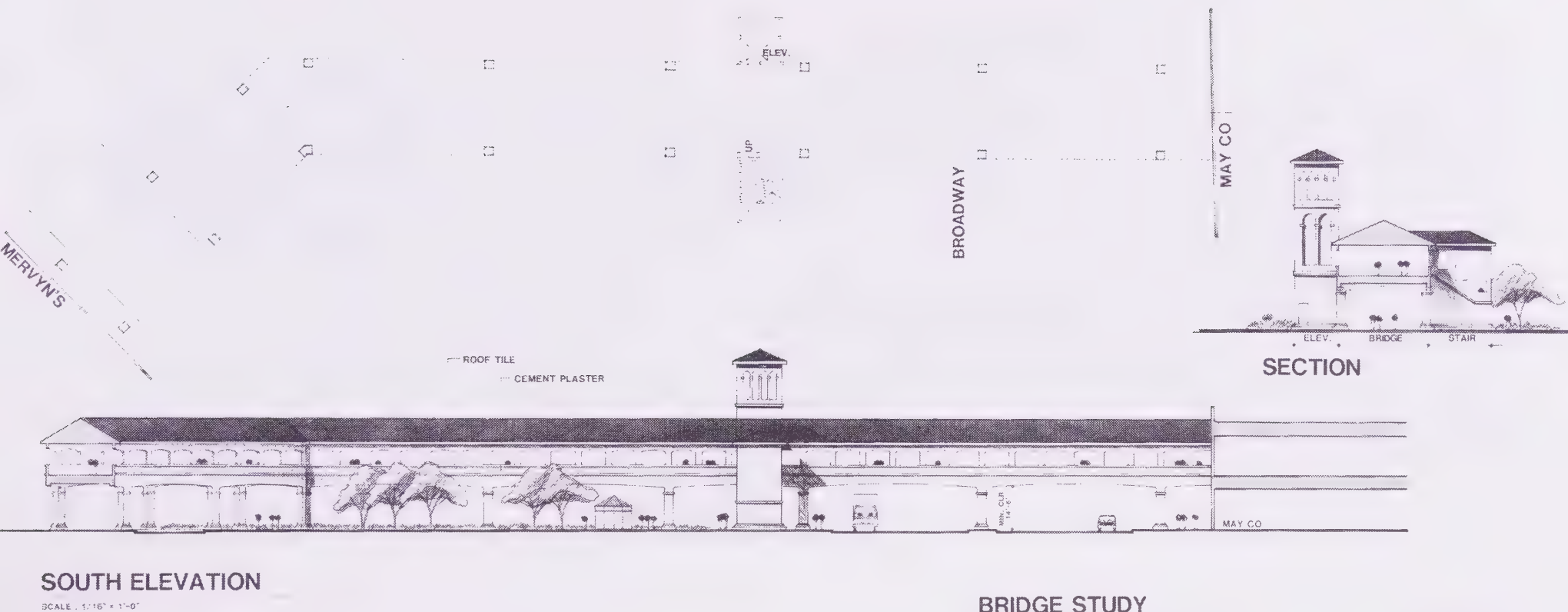


Figure 20: PEDESTRIAN BRIDGE, PHASE I

## SECTION 5

### CUMULATIVE IMPACTS

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The planned and proposed developments in Santa Maria included in the cumulative case are listed in Tables 13 through 16 in the Traffic and Circulation section of this EIR. Figures 20 and 21 show the location of the residential and nonresidential projects included in the cumulative analysis. Some 2,367 additional residential units are expected by 1989; between 1989 and 2000 another 12,800 may be added. There is approximately 294,000 square feet of nonresidential development planned for construction between now and 1989, with a further 284,000 square feet planned for development before 2000.

The cumulative analysis is based on the development figures stated above. However, it should be noted that development estimates for the period after 1989 are speculative.

#### 5.1 TRAFFIC AND CIRCULATION

The reader is referred to Section 4.2 Traffic and Circulation which includes an analysis of the impacts of cumulative development.

#### 5.2 AIR QUALITY

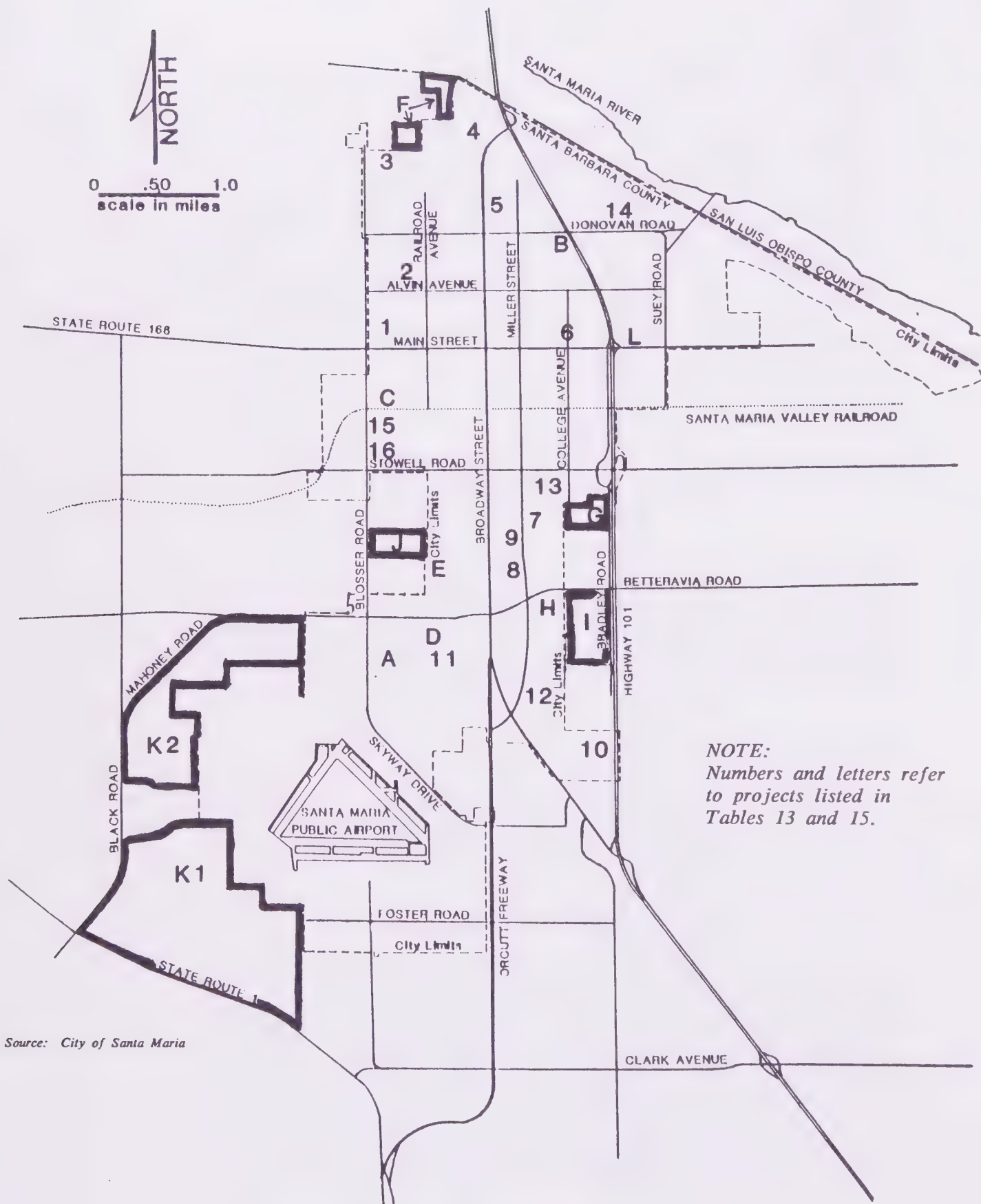
Cumulative development will decrease air quality. Increased construction activity would contribute to non-attainment of total suspended particulates standards. The mitigation measures suggested in Section 4.3 of this EIR are also applicable to cumulative project development.

#### 5.3 NOISE

Cumulative noise impacts are related to traffic levels and this impact is discussed in the Traffic and Circulation, and Noise sections of this EIR. The City of Santa Maria General Plan Noise Element contains policies to protect residential and nonresidential development from excessive noise impacts.

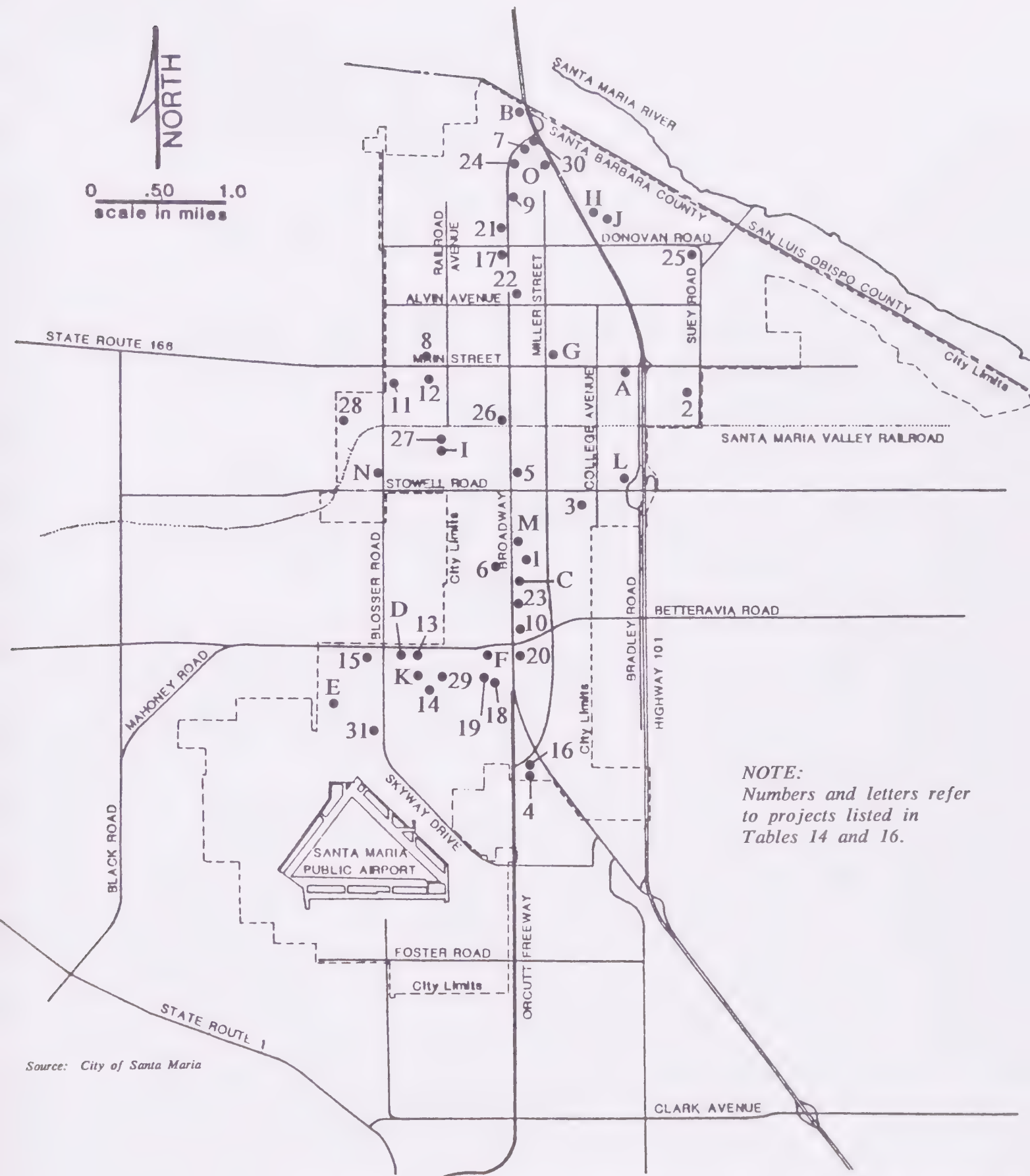
#### 5.4 HISTORIC AND CULTURAL RESOURCES

The presence of historic and cultural resources on the cumulative development sites is largely unknown. Policies in the General Plan Environmental Resources Management Element require an archaeological inspection for all proposed development on sites in the high- or moderate-sensitivity zone (generally in the south and west of the city), and notification of the Santa Barbara Archaeological Society for development in other areas. The Santa Maria Valley Historical Society is to be notified in cases where historical structures or locations are involved. Archaeological finds during construction and grading must be reported to the Community Development Department or a qualified professional archaeologist.



Source: City of Santa Maria

Figure 21: LOCATION OF RESIDENTIAL PROJECTS INCLUDED IN CUMULATIVE ANALYSIS



Source: City of Santa Maria

Figure 22: LOCATION OF NON-RESIDENTIAL PROJECTS INCLUDED IN CUMULATIVE ANALYSIS

## **5.5 SEWER, WATER SUPPLY AND FLOOD CONTROL**

The proposed project and cumulative development near it would add to the surcharging of the Cook Street trunk. A consultant has recommended a parallel pipe to handle current loads, independent of the proposed project or cumulative development. Where cumulative development generates wastewater in excess of the expected generation from existing General Plan designations, the City is requiring impact fees which would be used to expand the treatment facility or improve other sewer infrastructure.

Cumulative development would contribute to the groundwater overdraft problem. Further degradation of groundwater quality is also likely. Developer fees to fund transmission and treatment facilities for State Water Project water should be instituted.

Insofar as cumulative development takes place on currently permeable surfaces, runoff will increase. The City would require retention basins on individual sites if necessary.

## **5.6 POLICE AND FIRE SERVICES**

Cumulative development in Santa Maria would require additional police and fire services. City funds or developer impact fees would pay for these additional services. Because police and fire stations are located near to the project area, traffic from cumulative development is unlikely to significantly lengthen response time.

## **5.7 POPULATION AND HOUSING**

Tables 13 through 16 show that up to 15,000 additional housing units may be built between now and 2000. Assuming a household size of 2.7 persons, 40,500 persons could be added to the city, an 80 percent increase over the 1985 population of 48,345.

## **5.8 VISUAL IMPACT**

The visual impact of the city would become more urban as residential and commercial development progresses. The negative impacts of such development can be mitigated with the use of site and building design review and, where appropriate, requirements for landscaping, height, bulk and setbacks.

## SECTION 6

### IMPACTS OF ALTERNATIVES TO THE PROJECT

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Both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) require that the environmental review include a comparative evaluation of the proposed project with alternatives to the project that may eliminate or reduce environmental impacts. Additionally, CEQA requires an analysis of the "no project" alternative.

#### 6.1 ALTERNATIVE 1

##### 6.1.1 Description

This alternative would be similar to the proposed project except that the Framar Building (in Figure 2 the "existing" building at Church and Lincoln streets) would be cleared in Phase 1, and the First Methodist Church would be cleared and redeveloped as restaurant and office space in Phase 1. This alternative is considered in the event that the church decides to relocate.

##### 6.1.2 Impacts

**Traffic and Circulation.** Redevelopment of the Church site would add approximately 2,200 daily trips and 159 peak-hour trips if the site were developed with 25,000 square feet of restaurant and office space. Clearance of the Framar Building would result in a loss of 12,000 square feet of retail and office space and a reduction of 244 daily trips and 13 peak-hour trips. The LOS at the 16 intersections analysed would remain the same as for the proposed project.

**Other impacts.** Impacts on air quality, noise, historic and cultural resources, storm, sewer and flood control, solid waste, police and fire services, housing and population, and visual impact would not be significantly different from the proposed project.

#### 6.2 ALTERNATIVE 2

##### 6.2.1 Description

This alternative would include 25,000 square feet of retail development and 5,000 square feet of restaurant on the linking bridge in Phase 1 of development, with the balance of the proposed 60,000 square feet of bridge development to be completed in Phase 2.

##### 6.2.2 Impacts

Impacts at the completion of Phase 2 would be the same as the proposed project. However, Phase 1 impacts would be slightly greater. Development of this alternative may advance the need for the Category 4 mitigation measures noted in the Traffic and Circulation section.

## **6.3 ALTERNATIVE 3**

### **6.3.1 Description**

Alternative 3 would be similar to the proposed project but would locate "Store A", the general merchandise store, nearer the proposed Mervyn's store, and would relocate the plaza between the two stores to the corner of Pine and Cook streets. This alternative would include a 6,000-square-foot restaurant pad instead of the 10,000-square-foot pad shown in the proposal.

### **6.3.2 Impacts**

The main impact of this alternative as compared to the proposed project is related to the visual impact and function of the plaza. At the location between Mervyn's and Store A the plaza does not have a strong visual presence, and is likely to be used only by those shopping in the extreme west of the Town Center. It would have a limited function as a public gathering place because it would not be visible from public streets.

Locating the plaza at the corner of Cook and Pine streets (see Figure 22) would increase its visibility to the rest of the community. However, with stores oriented inward toward the parking lot, pedestrian traffic using the pedestrian bridge, and few people likely to be walking in from off-site, it is unlikely to be heavily used. Its location on Cook Street would make it more visible to passing motorists, but a location on Broadway, just south of the pedestrian bridge, would increase public exposure and make it more useful as a public gathering place if portions could be shielded from Broadway noise.

## **6.4 "NO-PROJECT" ALTERNATIVE**

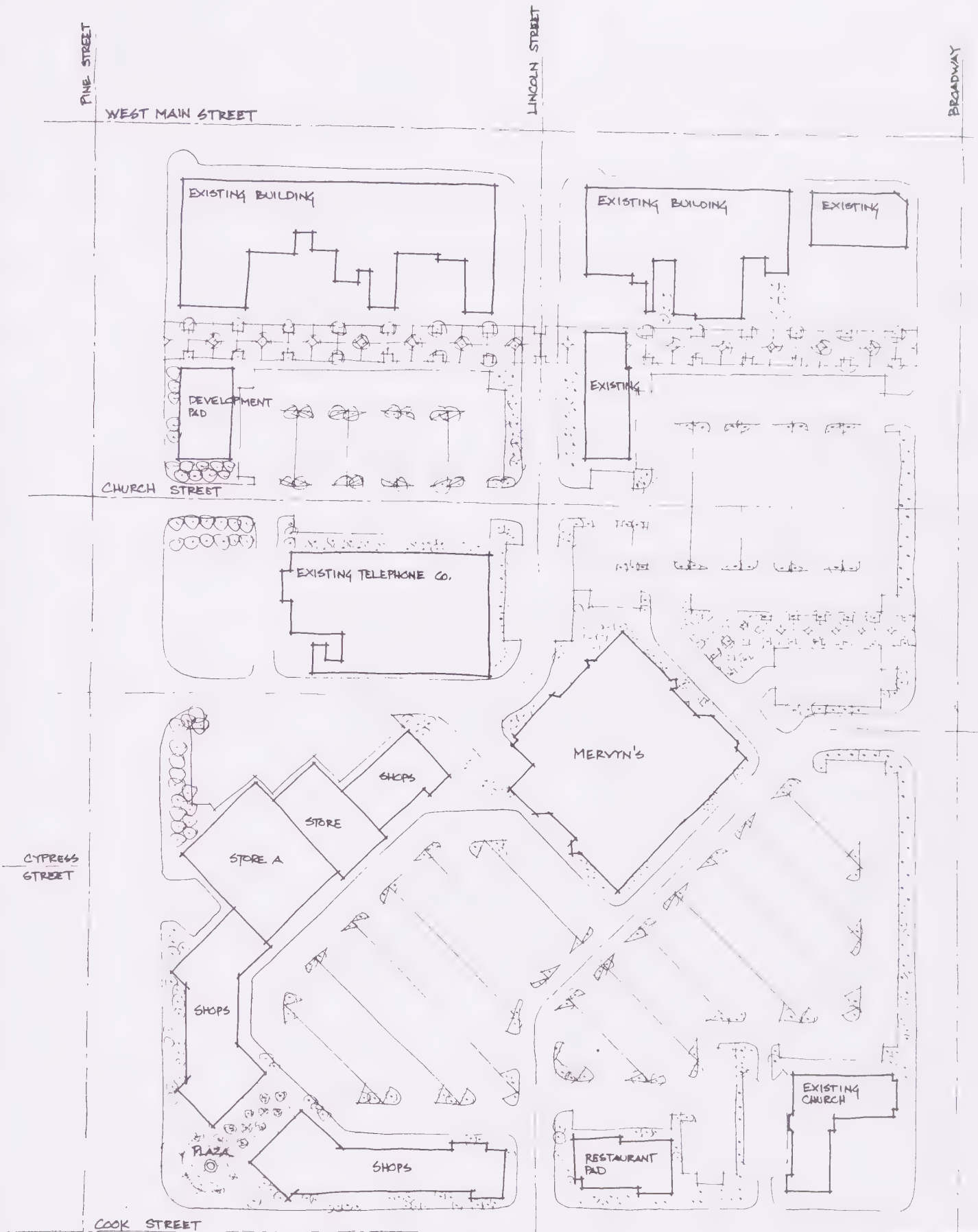
### **6.4.1 Description**

The "no-project" alternative assumes no intensification of development on either the westside or eastside project areas. Project impacts would therefore be the same as existing conditions.

### **6.4.2 Impacts**

The impacts of this alternative are described in the "setting" sections in the EIR. In several sections of the EIR (Traffic and Circulation, Air Quality, Water and Sewer, Population and Housing), direct numerical comparisons are made between existing conditions and the proposed project.

The "no-project" alternative would have fewer negative impacts on traffic and circulation, air quality, and police services. This alternative, however, would not advance the City's goal of expanding regional shopping facilities Downtown, or in providing a unifying visual theme to the six blocks west of Broadway.



Source: Millard Archuleta, Architects  
Eddy-Paynter Associates, Architects



Figure 23: TOWN CENTER WEST: ALTERNATIVE 3

## SECTION 7

### IMPACT OVERVIEW

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#### 7.1 GROWTH-INDUCING IMPACTS

Implementation of the proposed project would add about 350,000 square feet of retail space to the downtown. Assuming no change in unemployment, the addition of about 800 jobs could lead to in-migration of up to 1,800 additional persons, assuming 1.2 workers per household (as reported by the 1980 U.S. Census), and a household size of 2.71 persons. To the extent jobs are held by Santa Maria residents entering the labor force, displaced from other jobs, or unemployed, in-migration would be reduced. However, the added jobs would stimulate expansion in non-retail sectors of the economy, resulting in population growth.

This type of development Downtown would strengthen Santa Maria's position as a retail center for northern Santa Barbara County. Other regionally oriented retail development in and around the downtown may thus be encouraged. Therefore, the proposed Town Center Expansion may be seen as growth inducing.

#### 7.2 POTENTIAL IRREVERSIBLE ENVIRONMENTAL CHANGES

The proposed development would take place on land already in urban use. Therefore, there would be no conversion of undeveloped land.

Non-renewable resources required for the proposed development are fossil fuels used for production of building materials, for heating and cooling of buildings, and for automobile travel and truck transport. Electrical energy would also be consumed both in creating construction materials and by the project's lighting, mechanical systems and appliances.

#### 7.3 THE RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY

The long-term effects of the project, if implemented, would result from intensified Downtown retail development. Construction activities would adversely impact the area on a short-term basis. Long-term impacts include increased auto trips, noise, and a deterioration in air quality. To the extent that sales to Santa Maria residents are recaptured from locations outside the city, automobile travel would be reduced.

## **SECTION 8**

### **AUTHORS OF ENVIRONMENTAL IMPACT REPORT/STATEMENT**

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#### **Blayney-Dyett, Urban and Regional Planners**

John Blayney, Principal in Charge

Janice Stern, Planner

Nicholas S. Gravina, Environmental Designer

#### **The Wilson Engineering Company**

John Wilson, P.E., Principal

## SECTION 9

### PERSONS CONTACTED

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Celeste Coelho-Hudson, Planner II, Redevelopment Agency  
William H. Orndorff, Director, Community Development Department  
Jerry Frasier, Senior Planner, Advance Planning  
Bill Shipsey, Planner I, Advance Planning  
John K. Fair, P.E., Assistant Director of Public Works  
David Rubic, Engineering Aide, Public Works  
Robert Hossli, Director, Finance Department  
Joe Johnson, Battalion Chief, Fire Department  
Joe Centeno, Chief, Police Department

#### **Other Public Agencies**

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David Lyman, Post Master, Santa Maria Post Office  
Mark Lovington, Legal Division, California Department  
of Housing and Community Development  
Judy Lottner, Planner, City of San Luis Obispo  
Jon S. Patterson, Local Assistance and Excess Lands, Caltrans  
Jeff Harris, Deputy Director, Department of Resource  
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Don Jones, Santa Barbara County Air Pollution Control District  
Larry Allen, San Luis Obispo County Air Pollution Control District

#### **Other Individuals**

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Gary Ahles, Real Estate and Development Department, GTE  
Rick Froese, The Hahn Company  
Phil Roberts, Civil Engineer, Paller Roberts Engineering Inc.  
Gordon Jackson, Leasing Agent, Town Center East  
Lou Anne Powell, Santa Maria Valley Historical Society  
Darlene Watson, Santa Maria Chamber of Commerce

## APPENDIX A

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Utility Master Plan, Paller-Roberts Engineering Inc.

Utility Master Plan  
Conceptual Report  
for  
Towncenter West  
Santa Maria Towncenter Expansion  
  
Santa Maria, California

August 28, 1986

Prepared for:

City of Santa Maria  
110 East Cook Street  
Santa Maria, California 93454

Prepared by:

Faller-Roberts Engineering, Inc.  
5701 Slauson Avenue, Suite 208  
Culver City, California 90230

August 28, 1986

### Project Description

The Towncenter West Project consists of the expansion of the existing Santa Maria Towncenter Shopping Center. The site consists of an area comprising approximately four city blocks. The site is bounded on the east by Broadway, on the south by Cook Street, on the west by Pine Street and on the north by existing developments south of West Main Street. The proposed improvements include a 2 level Mervyn's department store along with numerous single level stores and associated parking. The total phase 1 development will consist of approximately 150,000 s.f. of retail space. The second phase consists of a future department store plus a two-level enclosed mall building.

A May Co. department store of approximately 122,000 s.f. along with 60,000 s.f. of additional mall shops is proposed on the existing shopping center site east of Broadway (Towncenter East) as part of the overall phase 1 development.

### Scope

The scope of this report and enclosed plans is to analyse the existing utility systems in the vicinity of the project site, evaluate their adequacy and propose rerouting and/or upgrading of the respective utilities to serve the proposed and future developments and maintain services to those facilities which are to remain or are affected by the development. The enclosed drawings (sheets 1 and 2) depict the existing and proposed improvements for phase 1 and 2.

### Utility Analysis

The following contains a brief description of the existing systems for the respective utility along with recommendations for proposed improvements to serve the overall project:

Sanitary Sewer

The existing network consists of a series of mains sloping from east to west within existing streets and alleys. The following is a brief summary of the existing network:

<u>line no.</u>	<u>location</u>	<u>size</u>
1	Cook Street	12"
2	Alley between Cook & Cypress Street	6"
3	Alley between Cypress & Church Street	6"
4	Alley between Church & West Main Street	8"

PHASE I: Existing line 2 will remain to a point approximately 150' east of Pine Street where it will be intercepted with a new main running southwesterly between proposed buildings and connect into line 1 in Cook Street. Line 2 from Pine Street to approximately 150' east can then be removed to allow for the proposed building.

The central portion of line 3 will be rerouted around the proposed Mervyn's store to maintain service to the existing theater. That portion beneath Mervyn's can then be removed.

Lines 1 and 4 will remain intact with lateral connections to line 1 in Cook Street to serve the proposed adjacent buildings.

In addition, the existing sewer main serving the westerly portion of the existing shopping center (Towncenter East) would end at the expansion area. The existing main in Broadway would be extended northward along the east side of Broadway to the north side of the proposed May Company building then run easterly to intercept the existing main north of the proposed expansion area. Connection points would be provided in the main in Broadway for future extension to the west side of the street to serve the future stores in phase II (see drawing 2).

Laterals will be provided from the main line system to the respective structures as shown.

PHASE II: That portion of line 3 north and east of Mervyn's will be removed from within the proposed building areas. The future department store can be served from a connection to line 4. The future mall stores are proposed to be served from a connection to the main in the east side of Broadway. This line could even serve the proposed department store if necessary.

Storm Drains

The existing system consists of a series of mains sloping westerly from the existing shopping center site and Cook Street. The mains are then manifolded together in the east side of Broadway at Church Street. From there a 33" diameter main runs west in Church Street through the project site. The site generally slopes towards the northwest corner of the site from the southeast corner. Runoff appears to flow into the existing street system and is introduced into the storm drain system further west of the project site.

PHASE I: The improvements proposed in this phase do not impact the existing system other than to connect new drain lines to serve the proposed development. On the existing shopping center site, however, an existing 30" diameter storm drain will be required to move approximately 40 feet to the north to avoid the proposed May Company building and mall shops expansion.

PHASE II: The proposed phase 2 expansion constructs a future department store and parking structure over the existing 33" storm drain in Church Street. The storm drain is presently at a very flat slope. We propose to reroute the storm drain to the north side of the proposed department store as shown. Because the resulting slope of the pipe will be less than existing, the size of the pipe may require adjustment. Further studies would be necessary to determine this.

WATER SYSTEM

The existing water system consists of a 12" diameter water main looped around the existing shopping center. An 18" main runs in a north-south direction in the east side of Lincoln Street. The two mains are interconnected via a series of east-west mains consisting of the following:

<u>size</u>	<u>location</u>
10"	north side of Cook Street
6"	Alley between Cook & Cypress
6"	Alley between Cypress & Church
8"	Alley between Church & W. Main
10"	south side of W. Main

West of Lincoln, the following water mains interconnect with a 10" main in Curryer Street:

UTILITY MASTER PLAN  
Towncenter West

August 28, 1986

<u>size</u>	<u>location</u>
6"	Alley between Cook & Cypress
6"	Alley between Cypress & Church
8"	Alley between Church & W. Main
12"	south side of W. Main

Per conversations with Mr. Perry of the water department and Mr. Wheeler of the fire department the existing static pressure in the system is between 80 and 85 psi. The residual pressure on the existing Towncenter project is approximately 5,000 gpm at 20 psi. This supply would be sufficient to serve the proposed project with the installation of the following improvements.

PHASE I: The existing 18" main in Lincoln can remain in place with the exception of the area around the proposed Mervyn's store. We propose to reroute the 18" main around the west side of the Mervyn's store and also interconnect to the existing 6" main at the northeast side of Mervyn's to maintain service to the theater. In addition, we propose to construct a new 12" water main around the westerly portion of the site. The new main will run westerly along the north side of Cook Street from the 18" main in Lincoln to Pine Street, from there it will extend along the easterly side of Pine Street to the north side of proposed store "A" and reconnect back to the 18" main. This will provide adequate water availability to the complex.

In addition, the existing 12" main in Lincoln opposite Gottschalk's will be extended northerly in Lincoln to the north side of the proposed May Co. store. From there it would be extended easterly along the north side of the May Co. store and interconnect back to the existing 12" main.

PHASE II: The existing 18" main in Lincoln, north of Mervyn's will require relocation due to its close proximity to the phase 2 parking structure. This will either be rerouted to the east to avoid conflict with the structure or the structure would be shortened to accommodate the water line. The parking structure or proposed department store could be served from this 18" main.

The 6" main along the northeast side of Mervyn's and in the alley between Cypress and Church east of Mervyn's would be removed to the west side of Broadway. From the 6" line crossing Broadway, a 10 inch main would be extended northerly along the west side of Broadway to a point on the north end of the proposed mall shops. From there, the 10" main would cross Broadway and connect to the proposed 12" main in the east side of Lincoln, as shown. The proposed mall stores would be served from this line. The future

department store could also be served from this main if extended further north.

Please note that fire and domestic services for the proposed structures need to be coordinated with the respective parties as well as fire hydrant locations with the Santa Maria Fire Department.

### Electrical

The electrical distribution system consists of overhead lines along Pine Street in the north-south direction and the three alleys between Cook Street, Cypress Street, Church Street and West Main Street. Underground facilities exist in Broadway and around the existing shopping center.

PHASE I & II: All overhead electrical lines will be removed from the project site. A few will remain temporarily to serve the existing post office and theater. A new underground distribution system is proposed to be installed around the perimeter streets connecting the existing underground system in Broadway to the existing overhead lines west of Pine Street. The underground network will run from the existing vault in Broadway west of Gottschalk's department store to the west side of Broadway. From there, the underground system would extend northerly to the vicinity of Church Street. From there it would extend easterly across Broadway to interconnect to the existing system serving the shopping center. This line would allow the existing system within the proposed new building area to be removed and also serve the new buildings. It would also provide the temporary connection to serve the existing theater and for future service to the 2nd phase of the project.

From the connection point to the existing underground system in Broadway, a new underground system is proposed to extend southerly along the west side of Broadway, westerly along the north side of Cook Street, northerly along the east side of Pine Street and easterly along the alley between Church and West Main streets to serve the existing buildings which are to remain. The existing post office can be served via the overhead line that exists from the easterly underground system. The church at the southeast corner of the site can be served from the new system.

An underground system will also be installed in the corridor south of the existing telephone building to serve Mervyn's, the new developer stores and the telephone building.

The proposed system is schematically shown on the plan.

### Telephone

The existing telephone system is similar to the electrical system described above except for a series of underground main trunk lines going in and out of the existing telephone building.

PHASE I: The existing underground main trunk lines running in the east/west direction both north and south of the telephone building and the line running north in the west side of Lincoln Street will remain. A portion of the underground duct bank southeast of the telephone company building runs below the proposed Mervyn's building. We are proposing to either encase these facilities in concrete beneath the proposed building or some other acceptable means of protecting the GTE facilities. The building will have to be designed to accomodate these facilities.

The proposed telephone distribution system will consist of a network of underground ducts and structures similar to the electrical system described above. It is the intent to put the telephone ducts in the same trench as the electrical wherever possible.

PHASE II: The modifications to the telephone system to accomodate phase 2 are substantial in that the telephone company building will be removed. We propose that this work will be accomplished by GTE whenever more definitive plans are formulated.

### Gas

The existing gas distribution system consists of gas lines within the three alleys between Cook, Cypress, Church and West Main Street.

PHASE I & II: For both phases of the development we propose to reroute the existing facilities around the proposed structures and provide new services for the development as required. The existing and proposed facilities are depicted on the plan.

Please note that no information from Pacific Gas & Electric regarding gas facilities was received. The existing facilities shown were taken from other documents provided.

UTILITY MASTER PLAN  
Towncenter West

August 28, 1986

This report and the accompanying plans (2 sheets) were prepared on the basis of data supplied by the following agencies and/or companies along with subsequent telephone conversations with various personnel of the respective agencies:

City of Santa Maria

Pacific Gas and Electric Company

General Telephone Company

Southern California Gas Company

Millard Archuleta/Eddy-Paynter

Distribution List

Reese Riddiough (1 copy)  
City of Santa Maria  
110 East Cook Street  
Santa Maria, CA 93454

Dick Hamilton (1 copy)  
GTE  
211 West Main Street  
Santa Maria, CA 93454

Rene Jolivette (1 copy)  
Pacific Gas & Electric  
201 West Chapel  
Santa Maria, CA 93454

Frank Canales (1 copy)  
Southern California Gas Co.  
130 South Patterson Road  
Santa Barbara, CA 93111

Jerry Sorenson (1 copy)  
Millard Archuleta/Eddy-Paynter  
5405 Stockdale Hwy.  
Suite 200  
Bakersfield, CA 93309

Rick Froese (1 copy)  
The Hahn Co.  
4350 La Jolla Village Dr.  
Suite 700  
San Diego, CA 92122

Barbara Hutchins (2 copies)  
City of Santa Maria  
110 East Cook Street  
Santa Maria, CA 93454

## APPENDIX B

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### Results of URBEMIS #1 Land Use Emissions Model

PROJECT :Existing  
 PREPARED BY :Janice Stern  
 CLEARING HOUSE NUMBER : 0  
 PROJECTION YEAR : 1987  
 DATE :11-7-86

TYPE OF UNIT	SIZE
SHOPPING CENTER 500-1000K	740900 /SQFT
GENERAL OFFICE BUILDING	96000 /SQFT
SINGLE FAMILY HOUSING	19 /UNITS
HOTEL	29 /UNITS
GOVERNMENT OFFICE BUILDING	32550 /SQFT

	TRIPS	NONHOME BASED	VMT
NONWORK	28067		100479
WORK	1219		5741
	-----		-----
TOTAL	29286		106221

	TRIPS	HOME BASED	VMT
HOME WORK	52		273
HOME-SHOP	40		136
HOME-OTHER	97		411
	-----		-----
TOTAL	189		820

NONHOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 609  
 HYDROCARBONS (T/Y)= 98  
 NITROGEN OXIDES (T/Y)= 45

FUEL CONSUMPTION (GAL/YEAR)= 1145406

HOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 8  
 HYDROCARBONS (T/Y)= 1  
 NITROGEN OXIDES (T/Y)= 0

FUEL CONSUMPTION (GAL/YEAR)= 11711

ASSUMES TEMPERATURE = 55

PROJECT :Existing 2000  
 PREPARED BY :Janice Stern  
 CLEARING HOUSE NUMBER : 0  
 PROJECTION YEAR : 2000  
 DATE :11-7-86

TYPE OF UNIT	SIZE
SHOPPING CENTER 500-1000K	740900 /SQFT
GENERAL OFFICE BUILDING	96000 /SQFT
SINGLE FAMILY HOUSING	19 /UNITS
HOTEL	29 /UNITS
GOVERNMENT OFFICE BUILDING	32550 /SQFT

NONHOME BASED		
	TRIPS	VMT
NONWORK	28067	100479
WORK	1219	5741
	-----	-----
TOTAL	29286	106221

HOME BASED		
	TRIPS	VMT
HOME WORK	52	273
HOME-SHOP	40	136
HOME-OTHER	97	411
	-----	-----
TOTAL	189	820

NONHOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 445  
 HYDROCARBONS (T/Y)= 65  
 NITROGEN OXIDES (T/Y)= 31

FUEL CONSUMPTION (GAL/YEAR)= 1032981

HOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 6  
 HYDROCARBONS (T/Y)= 0  
 NITROGEN OXIDES (T/Y)= 0

FUEL CONSUMPTION (GAL/YEAR)= 10569

ASSUMES TEMPERATURE = 55

PROJECT :phase 1  
 PREPARED BY :Janice Stern  
 CLEARING HOUSE NUMBER : 0  
 PROJECTION YEAR : 2000  
 DATE :11-7-86

TYPE OF UNIT	SIZE
SHOPPING CENTER 500-1000K	833585 /SQFT
SHOPPING CENTER 0-50K	46000 /SQFT
GENERAL OFFICE BUILDING	290 /EMPLOYEES
RESTAURANT (HIGH TURN OVER)	10000 /SQFT

	TRIPS	NONHOME BASED	VMT
NONWORK	35629		127551
WORK	1141		5374
	-----		-----
TOTAL	36770		132925

	TRIPS	HOME BASED	VMT
HOME WORK	0		0
HOME-SHOP	0		0
HOME-OTHER	0		0
	-----		-----
TOTAL	0		0

#### NONHOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 553  
 HYDROCARBONS (T/Y)= 82  
 NITROGEN OXIDES (T/Y)= 38

FUEL CONSUMPTION (GAL/YEAR)= 1292678

#### HOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 0  
 HYDROCARBONS (T/Y)= 0  
 NITROGEN OXIDES (T/Y)= 0

FUEL CONSUMPTION (GAL/YEAR)= 0

ASSUMES TEMPERATURE = 55

PROJECT :Phase 2  
 PREPARED BY :Janice Stern  
 CLEARING HOUSE NUMBER : 0  
 PROJECTION YEAR : 2000  
 DATE :11-7-86

TYPE OF UNIT	SIZE
SHOPPING CENTER 1000-1250K	1043585 /SQFT
SHOPPING CENTER 0-50K	40000 /SQFT
GENERAL OFFICE BUILDING	160 /EMPLOYEES
RESTAURANT (HIGH TURN OVER)	10000 /SQFT

	TRIPS	NONHOME BASED VMT
NONWORK	38295	137096
WORK	1009	4752
	-----	-----
TOTAL	39304	141848

	TRIPS	HOME BASED VMT
HOME WORK	0	0
HOME-SHOP	0	0
HOME-OTHER	0	0
	-----	-----
TOTAL	0	0

#### NONHOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 589  
 HYDROCARBONS (T/Y)= 87  
 NITROGEN OXIDES (T/Y)= 41

FUEL CONSUMPTION (GAL/YEAR)= 1379448

#### HOME BASED EMISSIONS

CARBON MONOXIDE (T/Y)= 0  
 HYDROCARBONS (T/Y)= 0  
 NITROGEN OXIDES (T/Y)= 0

FUEL CONSUMPTION (GAL/YEAR)= 0

ASSUMES TEMPERATURE = 55

# CALINE3

RUN :SM Existing

## 1.0 SITE VARIABLES

U= 1 M/S BRG= 180 DEGREES CLASS= 6  
 MIXH= 1000 M ATIM= 60 MINUTES AMB= 11 PPM  
 ZO= 100 CM VS= 0 CM/S VD= 0 CM/S

## 2.0 LINK VARIABLES

LINK COORDINATES (M)					
LINK *	X1	Y1	X2	Y2	*
1 *	25	400	450	400	
2 *	450	400	900	400	
3 *	450	25	450	400	
4 *	450	800	450	400	

LINK DESCRIPTORS						
LINK *	TYPE	VPH	EF	H	W	*
1 *	AG	1789	28	0	26	
2 *	AG	1889	28	0	26	
3 *	AG	2154	28	0	26	
4 *	AG	1962	28	0	26	

## 3.0 RECEPTOR COORDINATES (M)

RECEPTOR	*	X	Y	Z	*
1	*	470	420	1.3	
2	*	400	350	1.3	

## 4.0 MODEL RESULTS

RECEPTOR	*CO/LINK					*TOTAL * PPM
	*	1	2	3	4	
1	*	0	1.3	1.8	0	* 14.1
2	*	0	0	.1	0	* 11.1

# CALINE3

RUN :SM Cumulative

## 1.0 SITE VARIABLES

U= 1 M/S BRG= 180 DEGREES CLASS= 6  
 MIXH= 1000 M ATIM= 60 MINUTES AMB= 11 PPM  
 ZO= 100 CM VS= 0 CM/S VD= 0 CM/S

## 2.0 LINK VARIABLES

LINK COORDINATES (M)				
LINK *	X1	Y1	X2	Y2
1 *	25	400	450	400
2 *	450	400	900	400
3 *	450	400	450	25
4 *	450	800	450	400

LINK DESCRIPTORS					
LINK *	TYPE	VPH	EF	H	W
1 *	AG	2752	16	0	25
2 *	AG	3018	16	0	25
3 *	AG	3403	16	0	25
4 *	AG	3321	16	0	25

## 3.0 RECEPTOR COORDINATES (M)

RECEPTOR *	X	Y	Z
1 *	470	420	1.3
2 *	400	350	1.3

## 4.0 MODEL RESULTS

RECEPTOR	*CO/LINK					*TOTAL * PPM
	*	1	2	3	4	
1	*	0	1.2	1.6	0	13.8
2	*	0	0	.1	0	11.1







# Santa Maria Town Center Expansion

## *Environmental Impact Statement/Report*

### *Addendum: Comments and Responses*

March 1987

Prepared for the City of Santa Maria Redevelopment Agency

By

Blayney-Dyett, Urban and Regional Planners

Wilson Engineering Company, Transportation and Traffic Engineering



## **SANTA MARIA TOWN CENTER EXPANSION**

**Environmental Impact Statement/Report**

**Addendum: Comments and Responses**

**State Clearinghouse Number: 86101509**

**Prepared for the  
City of Santa Maria Redevelopment Agency**

**Prepared by  
Blayney-Dyett, Urban and Regional Planners  
The Wilson Engineering Company, Transportation and Traffic Engineering**

**February 27, 1987**



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## 1. INTRODUCTION

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This addendum includes all comments on the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) on the proposed Santa Maria Town Center Expansion that were received by the City of Santa Maria during the public review period which closed on January 19, 1987. Written responses to each comment are presented following individual comments.

Comments were received from:

1. John K. Fair, Assistant Director of Public Works, City of Santa Maria Department of Public Works.
2. Charles W. Murray Jr., Assistant Regional Administrator for Policy and Management, U.S. Environmental Protection Agency, Region IX.
3. Nancy Poultney, Executive Director, Santa Maria Area Transit.
4. A.C. Carlton, District 5 Intergovernmental Review Coordinator, State of California Department of Transportation.
5. James M. Kemp, Transportation Program Manager, Santa Barbara County-Cities Area Planning Council.
6. Tamara Babcock, Environmental Planner, Division of Environmental Review, Resource Management Department, County of Santa Barbara.
7. Delwyn G. Wayner, Business Manager, Santa Maria Elementary School District.
8. Wally Upper, Assistant Superintendent, Business Services, Santa Maria Union High School District.

These comments and responses, together with the Draft EIR/EIS, constitute the Final EIR/EIS on the Santa Maria Town Center Expansion. Section 4 contains a summary of the impacts discussed in the Draft EIR and the required mitigation measures.



## 2. SUMMARY OF COMMENTS AND RESPONSES

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### TRANSPORTATION

Correction requested by SMAT on p. 40 noted.

**Traffic impacts on Route 101 (Caltrans):** Phase 1 of the proposed project is forecast to increase daily traffic volumes on Route 101 by approximately 1,860 vehicles north of the Broadway interchange, by 1,232 vehicles between the Broadway and Main Street interchanges, and by 735 vehicles south of the Main Street interchange. This accounts for a 5 percent, 3.3 percent, and 2 percent increase respectively beyond existing volumes. When compared to existing volumes or projected increases expected to occur as a result of regional growth over the next 10 to 20 years, the project-related increase is relatively insignificant.

**20 percent capture rate (Caltrans):** A capture rate of 20 percent was utilized in the trip-generation estimates to account for multiple trip purposes to the Town Center and diverted trips from the passing traffic stream on adjacent roadways. The Institute of Transportation Engineers suggests upwards of 20 to 25 percent of the p.m. peak-hour trips entering a shopping center are diverted from the passing stream of traffic. Other studies have shown upwards of 45 percent of vehicles entering a shopping center of this size are diverted trips from the passing stream of traffic. A 20 percent figure was used in this report to provide a conservative worst-case scenario.

**P.M. peak-hour retail sales trip generation rates (Caltrans):** The trip-generation rates used to estimate p.m. peak-hour trips are Institute of Transportation Engineers rates for shopping centers with 300,000 to 399,999 gross square feet of floor area. The peak-hour rates are those coinciding with the peak hour of the adjacent roadways between the hours of 4:00 and 6:00 p.m.

**Driveways should be 35 feet wide (Caltrans):** Comment noted. Drive-way apron widths of 35 feet would be appropriate for two-way traffic.

**Raised median between the relocated project entrance east of Broadway and the intersection of Broadway and Main Street (Caltrans):** Comment noted. A raised median will have to be extended easterly from the relocated entrance to provide a protected westbound left-turn lane.

**Length of Route 101 northbound on ramp (Caltrans):** Comment noted. The northbound Route 101 on ramp at Main Street will require lengthening to accommodate construction of an eastbound dual left turn on Main Street in Phase 2.

**The state does not have funds available for construction of recommended mitigation measures (Caltrans):** Comment noted. The proposed improvements will have to be funded through other sources.

**The developer must obtain an encroachment permit prior to beginning any work within the State right-of-way (Caltrans):** Comment noted.



**APC Route 135 Corridor Study recommends removal of on-street parking and restriping of Broadway with a two-way left-turn lane between Fesler Street and Donavan Road (Area Planning Council):** Comment noted. Future development within the greater Santa Maria area will probably warrant the removal of on-street parking and restriping to provide four through lanes plus a center left-turn lane. However, the need for this measure will occur regardless of the proposed project and is something for which the City should be completing long-term planning. It would not be required to accommodate the proposed project.

**On-street bus stops (Area Planning Council):** The City, in conjunction with the developer, is currently planning the location of bus stops in the project vicinity. Attempts are being made to locate bus stops off street in parking areas or in a reserved transit transfer area.

**Installation of traffic signals and relocation of the northbound Route 101 off ramp at Main Street (Area Planning Council):** Signalization of the intersection of the northbound off ramp at Main Street has already been accomplished. Relocation of the ramp easterly would further increase the capacity of the ramp junctures by providing additional distance between the northbound and southbound ramps. However, this is not required to accommodate construction of the proposed project. It is a measure the City should further evaluate and consider to accommodate future growth in the Santa Maria area.

**The City should establish an LOS policy (Area Planning Council):** Comment noted.

**Right-of-way should be reserved to allow future widening of Broadway to six lanes between Stowell Road and Main Street (Area Planning Council):** Comment noted. Broadway is currently wide enough, curb to curb, to accommodate six lanes with left turn lanes adjacent to the project site, if on-street parking is removed. However, additional localized widening would probably be required to provide southbound right turn lanes at the project entrance. On site facilities should not be located so as to preclude construction of right turn lanes if and when future traffic volumes warrant widening Broadway to six lanes.

**Forecast '85 projected a year 2000 population of 60,800 for Santa Maria; the EIR used a cumulative year 2000 projection of 88,845 (Area Planning Council):** The population estimates utilized in the EIR are worst-case projections based on currently approved or proposed residential projects in the Santa Maria area. These figures were used to provide a worst-case traffic scenario. In fact, it will probably be something less than that. The EIR goes further to state that the City should continue to monitor increases in traffic growth to allow refinement of the suggested Phase 2 mitigation and construction on an as-needed basis.

**Westbound left-turn storage space at the intersection of Lincoln and Main streets (Department of Public Works):** In a letter to the City of Santa Maria Department of Public Works, dated January 22, 1987, the consultants indicated left turns could probably be allowed from Main Street at Lincoln Street from a capacity standpoint. The left-turn lanes are projected to operate at an LOS D or better during the peak hours without signalization of the intersection. Further analysis has indicated that a westbound left-turn lane at Lincoln Street with sufficient storage for approximately six vehicles (approximately 150 feet



long) would be required to accommodate projected traffic volumes. Existing roadway geometrics provide approximately 388 feet of separation between Lincoln Street and Broadway at Main Street. The existing eastbound Main Street left-turn lane at Broadway is approximately 170 feet long. This leaves approximately 200 feet available for a westbound left-turn lane and median transition at Lincoln, which should be sufficient.

## **AIR QUALITY**

**Mitigation measures to decrease vehicle trips (EPA):** Bikeways are proposed for the streets on the east and west boundaries of the project site (p. 25) and SMAT currently provides bus service to the project site (pp. 40 and 57). See page 58 for discussion of mitigation measures, and reasons why additional measures relating to non-automobile forms of transportation are not proposed.

## **NOISE**

**Noise impacts as a result of realignment of Pine Street nine feet to the west (City of Santa Maria Public Works Department):** Realignment of Pine Street closer to the residences on the west side of the street would increase the impacts of noise on that area. Two noise impact mitigation measures are proposed:

- 1) A parking structure should be located away from Pine Street to reduce trips on Pine Street, and therefore reduce noise.
- 2) The developer should provide noise insulation for the impacted dwellings. These mitigation measures would be effective in mitigating increased noise impacts due to the realignment of Pine Street.

## **HISTORICAL AND CULTURAL RESOURCES**

**Santa Maria Theater (Santa Barbara County RMD):** The 1981 EIR/EIS discussed historic structures within the project area. The Santa Maria Valley Historical Society was contacted for information on historical and cultural resources in the project area. Only one structure in the Phase II project area is considered to have potential historic significance, the Paulding Residence at 119 West Cook Street. The Santa Maria Theater is not considered by the Santa Maria Valley Historical Society to have historical significance.

## **WATER SUPPLY**

**Basis for predicted impacts on water demand and sewage generation, produced by the City's project impact analysis model (EPA):** The City's project impact analysis model was designed using the results of a 1983 survey of water use in Santa Maria. The Public Works Department has the following statement on the basis of the model:

"Commercial-retail or industrial development principally uses water for two diverse purposes; for its employees' and/or customers' personal use



and consumption and for landscaping. Many industrial developments may also use water for product manufacturing or processing."

"The amount of sewage that a proposed industrial or commercial-retail development will generate is largely the result of the amount of water that is used for its employees' or customers' personal use. It is assumed that the water used for landscaping does not enter the sewer system."

The following assumptions were used:

#### COMMERCIAL USES

1-story store	1 gal./day/60 SF
store/office mix	1 gal./day/20 SF
neighborhood shopping center	1 gal./day/20 SF
regional shopping center	1 gal./day/20 SF
restaurant	1 gal./day/5 SF

Sewage generation is assumed to be 65% of water use.

#### RESIDENTIAL USES

Single-family	134 gal./day/person
Multifamily	82 gal./day/person

Assumes 3.4 persons per single-family unit and 2.1 persons per multifamily unit

Sewage generation is assumed to be 70% of water consumed per person per day.

The above is based on historical sewage generation information gathered by the Santa Maria Public Works Department.

**Cumulative impacts on water quality and supply** (EPA and Santa Barbara County RMD): Discussion of additional mitigation measures for cumulative impacts on the groundwater basin, and timing and feasibility of the proposed mitigation measure (fees to pay for State Water Project water) are discussed in the Environmental Resources Management Element of the Santa Maria General Plan, which includes the following goal, policies and implementation programs.

#### GOAL ERME 6: WATER

To reduce the amount of overdraft in the Orcutt Storage Unit of the Santa Maria Groundwater Basin through a combination of wise water conservation practices and additional water recharge projects.

#### POLICY ERME 6

1. To encourage water conservation citywide.
2. To encourage the development of additional recharge projects.

#### IMPLEMENTATION PROGRAMS

1. Require water conservation measures that exceed state standards as conditions of project approval. Application of the following conservation measures should be reviewed on a case-by-case basis to determine if they are applicable to the specific projects being considered:



- a. Low water demand landscaping.
  - b. Restrictions on irrigation time.
  - c. Require soil moisture sensors to control automatic sprinkler system.
  - d. Require mulching of landscaped areas.
2. Incorporate on-site retention ponds in large development projects to allow groundwater recharge.
  3. Require additional water user fees to be designated for development of additional water supply or for water quality improvement projects.

Specific projects to increase groundwater recharge in the Santa Maria basin are discussed in the 1981 EIR/EIS.

Comment by Santa Maria Public Works Department that City Council has decided to fund transmission and treatment facilities for the State Water Project by raising the water utility users fee rather than by instituting developers fees noted.

As discussed in the EIR/EIS, overdraft of the groundwater aquifer is now occurring and any additional development with increased water demand will increase the amount of overdraft. A complete analysis of the groundwater basin overdraft and of projected regional water demand is, however, beyond the scope of this EIR/EIS, as is the generation of cumulative water demand estimates.

**Project water demand (Santa Barbara County RMD):** See discussion on p. 72. The project will have a lower demand for water and generate less sewage than the existing mix of commercial and residential land uses on the site. The new commercial uses will have more landscaping than do the existing commercial uses on site, which will slightly increase the permeable land area, allowing some groundwater recharge for the site.

Santa Maria Public Works Department comments on sewer main surcharging noted.

## **SOLID WASTES**

**Recycling/resource recovery (Santa Barbara County RMD):** The project does not include facilities for recycling/resource recovery. Such a program would more properly be instituted on a city wide basis.

**Basis for calculating cumulative residential trip generation (Area Planning Council 1-26-87):** The cumulative residential trip generation to 2000 was based on projects which have been approved by the City of Santa Maria and those for which completed project applications are on file with the City. See page 33.



## **SCHOOLS**

**Facilities for more students due to increased population as a result of growth induced by the project** (Santa Maria Elementary School District): Existing policies and regulations, including General Plan Policy L.U.2, will ensure that adequate school facilities will be provided for new residential development.

Comment by Santa Maria High School District noted.

## **CUMULATIVE IMPACTS**

**Proposed projects within the city** (Santa Barbara County RMD): See tables 13-16, which list proposed projects within the city.



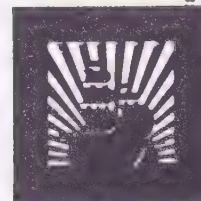
### 3. COMMENTS AND RESPONSES

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FEB 26 1987

BLAYNEY-DYETT



CITY OF SANTA MARIA • 110 EAST COOK STREET • SANTA MARIA, CALIFORNIA 93454-5190 • 805-925-0951

Department of Public Works

February 25, 1987

Blayney Dyett  
Urban and Regional Planners  
70 Zoe Street  
San Francisco, CA 94107

Attention: Janice Stern

SUBJECT: SANTA MARIA TOWN CENTER EXPANSION COMMENTS ON THE DRAFT EIR

The following comments are presented after reviewing the Draft Environmental Report for the Santa Maria Town Center Expansion.

Comment No. 1; Page 8

Under noise mitigation the report recommends noise insulation be installed in the structures along the west side of Pine Street at the time the parking structure is constructed. The noise analysis should consider the new alignment for Pine Street that will shift it nine feet to the west.

Comment No. 2; Page 9

The report recommends that developer fees be instituted and collected to fund the transmission and treatment facilities for the State Water Project. The fee will not be necessary because the Santa Maria City Council has decided to fund the project by increasing the water utility users fee.

Comment No. 4; Page 36

The report identifies 16 intersections that will be impacted, but fails to address the intersection of Lincoln and Main. The turn storage available at the intersection is minimal for traffic westbound on Main Street making left turn. The vehicles which cannot be handled in the turn pocket will stack out into the westbound travel lane thus reducing the carrying capacity at the intersection on Main and Broadway.

Comment No. 5; Page 71

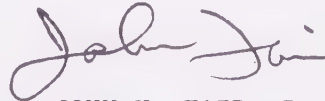
The report indicates that the sewer main in Cook Street is currently surcharged which is incorrect. The sewer main is expected to be surcharged at build out but measured flow indicates that the main is presently about 75% full at peak flow.



Comment No. 6; Page 71

Footnote 14 indicates that sanitary sewers are surcharged when the flow carried in the pipe is above the horizontal center line (or half full) which is incorrect. Surcharging occurs when the pipe is completely full.

Should you have any questions, please feel free to contact me at (805) 925-0951.



JOHN K. FAIR, P. E.  
Assistant Director  
of Public Works

JF/dr

xc: Redevelopment Agency  
Barbara Hutchins

ENG38



**Responses to comments from John K. Fair, City of Santa Maria Public Works Department:**

1. Realignment of Pine Street closer to the residences on the west side of the street would increase the impacts of noise on that area. Two noise-impact mitigation measures are proposed:
  - 1) A parking structure should be located away from Pine Street to reduce trips on Pine Street and, therefore, reduce noise.
  - 2) The developer should provide noise insulation for the impacted dwellings. These mitigation measures would be effective in mitigating increased noise impacts due to the realignment of Pine Street.
2. Comment by Santa Maria Public Works Department that City Council has decided to fund transmission and treatment facilities for the State Water Project by raising the water utility users fee rather than by instituting developers fees noted.
4. In a letter to the City of Santa Maria Department of Public Works, dated January 22, 1987, the consultants indicated left turns could probably be allowed from Main Street at Lincoln Street from a capacity standpoint. The left-turn lanes are projected to operate at an LOS D or better during the peak hours without signalization of the intersection. Further analysis has indicated that a westbound left-turn lane at Lincoln Street with sufficient storage for approximately six vehicles (approximately 150 feet long) would be required to accommodate projected traffic volumes. Existing roadway geometrics provide approximately 388 feet of separation between Lincoln Street and Broadway at Main Street. The existing eastbound Main Street left-turn lane at Broadway is approximately 170 feet long. This leaves approximately 200 feet available for a westbound left-turn lane and median transition at Lincoln, which should be sufficient.
5. Comment on sewer main surcharging noted. Paragraph 1 on page 71 is amended to read as follows:

Wastewater in Santa Maria is treated at the City's wastewater treatment plant on Black Road just south of Main Street. The current operating level of the plan is 5.15 million gallons a day (mgd); current capacity is 7.8 mgd. The Cook Street sewer line is expected to be surcharged at buildout; the main is presently about 75 percent full at peak flow.
6. Comment noted. Footnote 14 on page 71 is amended to read as follows:

<sup>14</sup> Surcharging is when the pipe is completely full.





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX

215 Fremont Street  
San Francisco, Ca. 94105

11 FEB 1987

146-9 RECEIVED FEB 13 1987

COMMUNITY DEVELOPMENT  
DV. *[Signature]*

RECEIVED

FEB 19 1987 Copy to Celeste

BLAYNEY-DYETT

William H. Orndorff, Director  
Community Development Department  
City of Santa Maria  
110 East Cook Street  
Santa Maria, California 93454

Dear Mr. Orndorff:

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) titled SANTA MARIA TOWN CENTER EXPANSION. Our review is based on our responsibilities under Section 309 of the Clean Air Act and the National Environmental Policy Act. We have the enclosed comments regarding this DEIS.

We have classified this DEIS as Category EC-2, Environmental Concerns - Insufficient Information (see enclosed "Summary of Rating Definitions and Follow-Up Action"). This DEIS is rated EC-2 because of concerns we have regarding impacts to air and water quality. A summary of EPA's comments will be published in the Federal Register in accordance with our public disclosure responsibilities under Section 309 of the Clean Air Act.

We appreciate the opportunity to review this DEIS. Please send three copies of the Final Environmental Impact Statement (FEIS) to this office at the same time it is officially filed with our Washington, D.C. office. If you have any questions, please contact Roberta Blank, Federal Activities Branch, at (415) 974-8187 or FTS 454-8187.

Sincerely yours,

*[Signature of Charles W. Murray, Jr.]*

Charles W. Murray, Jr.  
Assistant Regional Administrator  
for Policy and Management

3 Enclosures (5 pages)

cc: HUD  
ARB  
APCD



1. Air Quality Comments

The DEIS indicates that there would be very large increments of additional pollution with the project compared to the No Project alternative (p. 63). The mitigation for traffic and air quality does not address the General Plan goals for improving air quality (p. 27). The FEIS should address the goals of decreasing vehicle trips and mileage and of developing and encouraging bikeways, public transit, pedestrian access and other non or low-polluting transportation methods. The FEIS should also make specific commitments to mitigate. This should include plans for how, when and by whom mitigation will be carried out and monitored. We have attached a copy of mitigation guidelines prepared by the Air Resources Board.

2. Water Quality Comments

The ground water basin, the source of public water supply, is severely overdrafted. The proposed project will place further demands on this source and cause further ground water quality degradation. Therefore, the FEIS needs to include more detailed water quality and supply information than is available in the DEIS. Specifically, the assumptions in the city's project impact analysis model, used to predict impacts on water use and sewage generation, should be presented.

The DEIS does not indicate the basis for the model's predicted figures nor the timeframe for prediction (p. 72). The DEIS states (p. 72, 4.7.2 Impacts) "Comparing current development with development that would exist at the completion of Phase 2 shows that sewage generation will decline slightly and water consumption will increase less than five percent. This is because residential units that would be removed by the project use more water and generate more sewage than does retail development." This statement needs to be substantiated. What data were used to arrive at this conclusion? Were other retail centers evaluated, in terms of sewage and demand for water consumption?

3. In light of the rather severe cumulative impacts of the project on water quality and supply, Section 4.7.3 Mitigation is inadequate. The only discussion of mitigation for cumulative impacts is the statement that "impact fees to pay for transmission and treatment facilities for State Water Project water should be instituted." This mitigation measure should be further explained in terms of timing and technical and institutional feasibility. Would the city wait until there is a severe overdraft and water quality impact to the ground water basin before instituting such fees or will this be required prior to construction to ease the impact to ground water and not jeopardize its beneficial uses? Other mitigation measures should be explored as well (e.g., recharge projects, water conservation, etc.).



Environmental Impact of the ActionLO—Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC—Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO—Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU—Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact StatementCategory 1—Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2—Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3—Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.



Issue Date: May 4, 1983  
Revised: June 10, 1983  
Revised: March 14, 1984

Report No. RP-83-002

Guidelines for Air Quality Impact Assessments:  
General Development and Transportation Projects

by

Technical Support Division

State of California

Air Resources Board  
1102 Q Street  
Sacramento, California  
95814



V. MITIGATION MEASURES  
(Section 15126(c): State CEQA Guidelines)

The EIR should identify all feasible motor vehicle trip reduction measures that can serve to mitigate project-related air quality impacts. There should be an assessment of the air quality benefits which could result from the implementation of mitigation measures. These should be stated in quantitative terms, including projected reduction in emissions, trips generated, vehicle miles travelled, total emissions and pollutant concentrations. The applicable Air Quality Management Plan (AQMP) should be used as a reference for TCMs prescribed for implementation in the region. In addition, mitigation measures not adopted for regionwide implementation may be reasonably available for specific projects. If the project's design includes AQMP motor vehicle trip reduction measures, this should be noted in the EIR; similarly, AQMP measures rejected as infeasible should be noted and explained in relation to the project.

The names of entities responsible for implementation of proposed TCMs and the timeframes for their implementation should also be included in the EIR. We recommend that project proponents contact public transit, ridesharing, bicycling, local public works, and other appropriate service providing organizations during early planning stages to ensure that needed facilities and services are available and will be appropriately incorporated into project design.

The following listing of measures is intended to be a guide only and is not all-inclusive; other measures to mitigate adverse air quality impacts are available. The measures are related to land use and transportation planning and management. Their purpose is to reduce motor vehicle trips, thereby reducing emissions of automobile-related pollutants on both a regional and local scale.

A. General Transportation Measures - applicable to all developments

- Direct support to transit agencies for service and/or facilities
- Parking management
- Bicycle paths and on-street lanes
- Safe and convenient pedestrian facilities
- Minibus, jitney, or other para-transit services within and between trip attractions



B. Employer-Sponsored Transportation Measures (for job sites)  
General Measures listed above and:

- Employer-sponsored ridesharing programs
- Employer-provided transit passes
- Carpool/vanpool preferential parking
- Employer subsidy to employees using carpool/vanpools
- Employer-charged parking fees for single occupant motor vehicles
- Onsite fuel for carpool/vanpool vehicles
- Modified work schedules (flextime) for meeting carpooling, vanpooling, or transit schedules
- Provision of employee services within walking distances, including banking, child care, food service, recreation, and other facilities
- Shuttle services for employees for shopping and meal trips and to passenger rail or bus loading points
- Secure bicycle parking facilities
- Showers and lockers for bicyclists (and joggers)
- Fleet management to reduce trips and improve vehicle maintenance
- Decreased parking requirements for implementation of any of the above

C. Residential Projects  
General Measures listed above and:

- Provision for transit access in street design
- Neighborhood shopping and other day-to-day personal service needs within residential projects, without additional parking for such service uses
- Major open space and recreational facilities within residential projects
- Vehicle pools for high density developments

D. Land Use Development Measures  
General Measures listed above and:

- Mixed land use/balanced communities
- Energy-efficient street lighting
- Optimum insulation standards
- Solar access siting
- Solar space heating/hot water systems/pool heating
- Energy-efficient built-in appliances



Responses to comments from Charles W. Murray Jr., Environmental Protection Agency Region IX:

1. Bikeways are proposed for the streets on the east and west boundaries of the project site (p. 25) and SMAT currently provides bus service to the project site (pp. 40 and 57). See page 58 for discussion of mitigation measures, and reasons why additional measures relating to non-automobile forms of transportation are not proposed.
2. The City's project impact analysis model was designed using the results of a 1983 survey of water use in Santa Maria. The Public Works Department has the following statement on the basis of the model:

"Commercial-retail or industrial development principally uses water for two diverse purposes: for its employees' and/or customers' personal use and consumption; and for landscaping. Many industrial developments may also use water for product manufacturing or processing."

"The amount of sewage that a proposed industrial or commercial-retail development will generate is largely the result of the amount of water that is used for its employees' or customers' personal use. It is assumed that the water used for landscaping does not enter the sewer system."

The following assumptions were used:

COMMERCIAL USES	Water Use	RESIDENTIAL USES
1-story store	1 gal./day/60 SF	Single-family: 134 gal/day/person
store/office mix	1 gal./day/20 SF	Multifamily: 82 gal/day/person
neighborhood shopping center	1 gal./day/20 SF	Assumes 3.4 persons per single-family unit and 2.1 persons per multifamily unit
regional shopping center	1 gal./day/20 SF	
restaurant	1 gal./day/5 SF	
Sewage generation is assumed to be 65% of water use.		Sewage generation is assumed to be 70% of water consumed per person per day.

The above is based on historical sewage generation information gathered by the Santa Maria Public Works Department.

3. Discussion of additional mitigation measures for cumulative impacts on the groundwater basin, and timing and feasibility of the proposed mitigation measure (fees to pay for State Water Project water) are discussed in the Environmental Resources Management Element of the Santa Maria General Plan, which includes the following goal, policies and implementation programs.



## GOAL ERME 6: WATER

To reduce the amount of overdraft in the Orcutt Storage Unit of the Santa Maria Groundwater Basin through a combination of wise water conservation practices and additional water recharge projects.

### POLICY ERME 6

1. To encourage water conservation citywide.
2. To encourage the development of additional recharge projects.

### IMPLEMENTATION PROGRAMS

1. Require water conservation measures that exceed state standards as conditions of project approval. Application of the following conservation measures should be reviewed on a case-by-case basis to determine if they are applicable to the specific projects being considered:
  - a. Low water demand landscaping.
  - b. Restrictions on irrigation time.
  - c. Require soil moisture sensors to control automatic sprinkler system.
  - d. Require mulching of landscaped areas.
2. Incorporate on-site retention ponds in large development projects to allow groundwater recharge.
3. Require additional water user fees to be designated for development of additional water supply or for water quality improvement projects.

Specific projects to increase groundwater recharge in the Santa Maria basin are discussed in the 1981 EIR/EIS.

As discussed in the EIR/EIS, overdraft of the groundwater aquifer is now occurring and any additional development with increased water demand will increase the amount of overdraft. A complete analysis of the groundwater basin overdraft and of projected regional water demand is, however, beyond the scope of this EIR/EIS, as is the generation of cumulative water demand estimates.





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DEC 29 1986

COMMUNITY DEVELOPMENT  
DV. *fill* *fill*

615-A South McClelland  
Santa Maria, CA 93454  
(805) 928-5624

*BSH*

*BSH*

December 26, 1986

John K. Fair, Assistant Director  
Public Works Department  
City of Santa Maria  
110 East Cook Street  
Santa Maria, California 93454

Dear John:                      Re: Santa Maria Town Center Expansion  
Draft Environmental Impact Statement/Report

The above report has been received in my office. I understand that you desire any comments I have on development projects within the City of Santa Maria to be routed through you.

I am grateful to see provision of an on-site bus stop facility listed as a traffic and circulation mitigation measure (pp. 7 and 58). The pedestrian mall south of Main Street is suggested (p. 32) as a possible location. This is centrally located between Main and Cook Streets. It should be considered if both north-bound and south-bound sites could be utilized, so that access is adequate to both Eastside and Westside destinations. Such sites should not interfere with the flow of traffic on Broadway, of course, nor with vehicle access from the surface streets onto the Town Center property.

If both north- and south-bound sites were utilized, it would not be necessary to provide space at each for five vehicles, but perhaps for three to four. However, it should be kept in mind that the City will need to make provision for full-sized transit vehicles which will one day be operated by SMAT.

The general information about SMAT on page 40 should be corrected to read:

"Route 2 circulates through areas west of Broadway, and Route 3 east of Broadway. Route 4 operates in the central area."

The other information is satisfactory. I would be happy to discuss these items with you at any time. Please let me know if you need further information.

Sincerely,

Nancy Poulney, Executive Director

NP  
cc: Orndorff



**Response to comments from Nancy Poultney, Santa Maria Area Transit**

Correction requested by SMAT on p. 40 noted. Paragraph 4 on page 40 is amended to read as follows:

**Transit:** The City of Santa Maria and County of Santa Barbara currently operate Santa Maria Area Transit (SMAT) which provides public transit service in the project vicinity. SMAT operates five routes within the Santa Maria region all of which have a stop at the existing Town Center Mall. Route 2 circulates through areas west of Broadway. Route 4 operates in the central area. Routes 1 and 5 link the project site with residential areas further to the south, including the community of Orcutt. Route 3 provides service to the area between Betteravia Road and Main Street. Weekday service is provided between 5:30 a.m. and 7 p.m. with buses operating on approximately 35-minute headways.



*Santa Maria*

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GEORGE DEUKMEJIAN Governor

DEPARTMENT OF TRANSPORTATION  
P.O. BOX 8114, SAN LUIS OBISPO, CA 93403-8114  
TELEPHONE: (805) 549-3111

JAN 23 1987



RECEIVED  
COMMUNITY DEVELOPMENT  
JAN 28 1987  
BLAYNEY-DYETT

Date: Jan. 22, 1987

Mr. William H. Orndorff  
Environmental Officer  
City of Santa Maria  
Community Development Department  
110 East Cook Street  
Santa Maria, CA 93454

File: SB-135-15.77  
Town Center Expansion  
DEIR

Subject: Intergovernmental Review

Dear Mr. Orndorff:

Caltrans District 5 staff has reviewed the aboved-referenced document. The following comments were generated as a result of the review:

1. Page 40: The report states that the traffic impact on Route 101 will be insignificant (less than 2%). Our traffic figures show that the ultimate project will add 11% to Route 101. This is significant.
2. Page 44: From what source did the capture rate of 20% come from? We believe that the wrong factors for the outbound/inbound trip generation rate for the a.m. peak hour for retail sales was used. The correct factors are 3.70% and 3.60% respectively. This increases the p.m. peak hour considerably.
3. Page 56: Driveway widths of 35 feet should be used - even wider if city buses are involved.
4. Page 58- Mitigation #2: If the raised median is extended, then the left turn lane for westbound Main Street to the new entrance should be extended.
5. Page 59 - mitigation: The Route 101 northbound on ramp at Main Street would have to be lengthened to accommodate the dual left turn lanes feeding it. This lengthening will be needed to provide the needed merge from two lanes to one.



7. The proposed Santa Maria Town Center expansion will cause considerable traffic increases in the central business district. It will greatly affect the operations of State Routes 101, 135 (Broadway), and 166 (Main St.) in the CBD. As stated many times in the past, there are no state improvement funds scheduled for this area of Santa Maria for the next ten years.
8. All proposed mitigation funding must be provided locally, or by the developer, or by both, in light of the above.

An encroachment permit must be obtained before any work can be conducted within the Caltrans right-of-way. Please be advised that, prior to obtaining an encroachment permit, you are required to have design plans approved by this office and an environmental document approved by the lead agency. Should you have further questions regarding encroachment permits, please contact Orville Morgan, Permits Engineer.

Please send us a copy of the completed Environmental Impact Report when it is available. Thank you for the opportunity to comment.

If you have any questions, please contact me at (805) 549-3139.



A. C. Carlton  
District 5  
Intergovernmental Review Coordinator

cc: Terry Roberts, State Clearinghouse  
JMA,VLN,TWC



## Responses to comments from A.C. Carlton, Caltrans:

1. Phase 1 of the proposed project is forecast to increase daily traffic volumes on Route 101 by approximately 1,860 vehicles north of the Broadway interchange, by 1,232 vehicles between the Broadway and Main Street interchanges, and by 735 vehicles south of the Main Street interchange. This accounts for a 5 percent, 3.3 percent, and 2 percent increase respectively beyond existing volumes. When compared to existing volumes or projected increases expected to occur as a result of regional growth over the next 10 to 20 years, the project-related increase is relatively insignificant.
2. A capture rate of 20 percent was utilized in the trip-generation estimates to account for multipurpose trips to the Town Center and diverted trips from the passing traffic stream on adjacent roadways. The Institute of Transportation Engineers<sup>1</sup> suggests upwards of 20 to 25 percent of the p.m. peak-hour trips entering a shopping center are diverted from the passing stream of traffic. Other studies have shown upwards of 45 percent of vehicles entering a shopping center of this size are diverted trips from the passing stream of traffic.<sup>2</sup> A 20 percent figure was used in this report to provide a conservative worst-case scenario.
3. The trip-generation rates used to estimate p.m. peak-hour trips are Institute of Transportation Engineers rates for shopping centers with 300,000 to 399,999 gross square feet of floor area. The peak-hour rates are those coinciding with the peak hour of the adjacent roadways between the hours of 4 p.m. and 6 p.m.
4. Comment noted. Driveway apron widths of 35 feet would be appropriate for two-way traffic.
5. Comment noted. A raised median will have to be extended easterly from the relocated entrance to provide a protected westbound left-turn lane.
6. Comment noted. The northbound Route 101 on ramp at Main Street will require lengthening to accommodate construction of an eastbound dual left turn on Main Street in Phase 2.
7. Comment noted. The proposed improvements will have to be funded through other sources.
8. Comment noted.

---

<sup>1</sup>Institute of Transportation Engineers *Trip Generation* 1982.

<sup>2</sup>Institute of Transportation Engineers Journal, *Evaluation of Shopping Center Trip Types*, Kittelson & Lawton, February 1987.



# Area Planning Council

JAN 28 1987

An Association of Local Governments in Santa Barbara County

COMMUNITY DEVELOPMENT  
DV. *Bill M*

BSH

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January 26, 1987

FEB 2 - 1987

BLAYNEY-DYETT

William H. Orndorff  
Environmental Officer  
City of Santa Maria  
Community Development Department  
110 East Cook Street  
Santa Maria, CA 93454

Dear Mr. Orndorff:

The Area Planning Council has reviewed the draft EIR for the Santa Maria Town Center Expansion. This project will have significant traffic impacts on Broadway, routes parallel to Broadway, and other access routes to the Town Center. In 1984, APC published the Route 135 Corridor Study which identifies several roadway deficiencies on these affected routes. Although the project mitigation measures address most of these deficiencies, among those overlooked are:

1. Safety and congestion problems on Broadway between Fesler Street and Donovan Road. The APC study recommends removal of on-street parking and restriping of Broadway to four lanes plus a center turn lane.
2. Capacity and safety problems created by on-street bus stops along Broadway. The APC study recommends construction of bus turnouts at ten locations.
3. Congestion and safety problems at Main Street and northbound 101 freeway intersection. The APC study recommends installation of traffic signals and relocation of the northbound offramp.

The EIR notes that the city has no policy on the LOS standard that is to be maintained in Santa Maria. Without such a policy it is difficult to evaluate the significance of any project's traffic impacts. Establishment of such a policy could prove beneficial in evaluating future development proposals and in developing road network performance goals.

Under the Category 2 mitigation measures, it is recommended that Broadway be widened to six through lanes between Stowell and Main Streets when warranted. To ensure that future development does not preclude this widening, steps should be taken to reserve the needed right-of-way along the project's Broadway frontage.

922 Laguna Street • Santa Barbara, California 93101 • (805) 963-7194

MEMBER AGENCIES: City of Carpinteria, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria,  
City of Solvang, County of Santa Barbara



6.

The draft EIR also uses a projected population of 88,845 within the City in the year 2000 for calculating cumulative residential development trip generation. The population for the City as projected in Forecast 85 will be 60,800 in the year 2000. Forecast 85 is a regionally adopted document that accounts for area-wide control factors (housing markets, sectoral growth in employment) to arrive at sub-regional projections.

If you require any further information or copies of either APC report, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "James M. Kemp".

James M. Kemp  
Transportation Program Manager

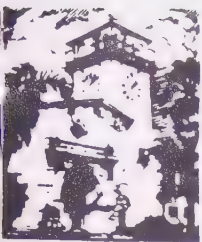
JMK:sb



#### Responses to comments from James M. Kemp, Area Planning Council:

1. Comment noted. Future development within the greater Santa Maria area will probably warrant the removal of on-street parking and restriping to provide four through lanes plus a center left-turn lane. However, the need for this measure will occur regardless of the proposed project and is something for which the City should be completing long-term planning. It would not be required to accommodate the proposed project.
2. The City, in conjunction with the developer, is currently planning the location of bus stops in the project vicinity. Attempts are being made to locate bus stops off street in parking areas or in a reserved transit transfer area.
3. Signalization of the intersection of the northbound off ramp at Main Street has already been accomplished. Relocation of the ramp easterly would further increase the capacity of the ramp junctures by providing additional distance between the northbound and southbound ramps. However, this is not required to accommodate construction of the proposed project. It is a measure the City should further evaluate and consider to accommodate future growth in the Santa Maria area.
4. Comment noted.
5. Comment noted. Broadway is currently wide enough, curb to curb, to accommodate six lanes with left-turn lanes adjacent to the project site if on-street parking is removed. However, additional localized widening would probably be required to provide southbound right-turn lanes at the project entrance. On-site facilities should not be located so as to preclude construction of right-turn lanes if and when future traffic volumes warrant widening Broadway to six lanes.
6. The population estimates utilized in the EIR are worst-case projections based on currently approved or proposed residential projects in the Santa Maria area. These figures were used to provide a worst-case traffic scenario. In fact, it will probably be something less than that. The EIR goes further to state that the City should continue to monitor increases in traffic growth to allow refinement of the suggested Phase 2 mitigation and construction on an as-needed basis. The cumulative residential trip generation to 2000 was based on projects that have been approved by the City of Santa Maria and those for which completed project applications are on file with the City. See page 33.





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FEB 5 1987 146.  
County of Santa Barbara  
RESOURCE MANAGEMENT DEPARTMENT  
Bar

Dianne Guzman, AICP, Director

February 4, 1987

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FEB 12 1987

BLAYNEY-DYETT

Ms. Barbara Sutton Hutchins  
Santa Maria Community Development Department  
Office of the Environmental Officer  
110 East Cook Street  
Santa Maria, CA 93454-5190

RE: Santa Maria Town Center Expansion Draft EIR (E-86-98)

Dear Ms. Hutchins:

Staff of the County Resource Management Department have reviewed the above referenced EIR and offer the following general comments:

1. Considering the regional nature of the proposed project, the document's discussion of impacts to regional resources (groundwater, air quality, traffic and circulation) is inadequate.
2. The language of the document should be more precise and should clearly state all assumptions and any supporting calculations used to arrive at the document's conclusions. For example, p. 67 concerning the demolition of the Santa Maria Theater: it is never clearly stated that the theater is a non-significant resource or how that determination was made.
3. In general, the mitigation measures should be more specific and include who would be required to comply with the mitigation and when the measure would be undertaken.
4. Cumulative Impacts - An updated list of all proposed projects should be incorporated into the appropriate sections in order to assess whether levels of service or capacity would be adequate.
5. Groundwater: Section 4.7 - Cumulative impacts to the groundwater basin are of wide concern. This section should be revised to include updated information on the cumulative water demand estimates and on the water quality deterioration associated with the increased overdraft. Mitigation measures should be incorporated to reduce the water demand of the proposed project.
6. Solid Wastes: Section 4.8 - This section should discuss a central recycling/resource recovery plan for the entire center.



Ms. Barbara Sutton Hutchins  
February 4, 1987  
Page 2

Thank you for the opportunity to comment on this document. Please send a copy of the Final EIR to this Division. Should you have any questions, please do not hesitate to contact me at 963-7171.

Sincerely,

A handwritten signature in cursive script that reads "Tamara Babcock". The signature is written in dark ink and is positioned below the word "Sincerely,".

Tamara Babcock, Environmental Planner  
Division of Environmental Review

TB:jmb:3018A



**Responses to comments from Tamara Babcock, Santa Barbara County Resource Management Department:**

- 1 and 3. Discussion of additional mitigation measures for cumulative impacts on the groundwater basin, and timing and feasibility of the proposed mitigation measure (fees to pay for State Water Project water) are discussed in the Environmental Resources Management Element of the Santa Maria General Plan, which includes the following goal, policies and implementation programs.

**GOAL ERME 6: WATER**

To reduce the amount of overdraft in the Orcutt Storage Unit of the Santa Maria Groundwater Basin through a combination of wise water-conservation practices and additional water-recharge projects.

**POLICY ERME 6**

1. To encourage water conservation citywide.
2. To encourage the development of additional recharge projects.

**IMPLEMENTATION PROGRAMS**

1. Require water conservation measures that exceed state standards as conditions of project approval. Application of the following conservation measures should be reviewed on a case-by-case basis to determine if they are applicable to the specific projects being considered:
  - a. Low water demand landscaping.
  - b. Restrictions on irrigation time.
  - c. Require soil moisture sensors to control automatic sprinkler system.
  - d. Require mulching of landscaped areas.
2. Incorporate on-site retention ponds in large development projects to allow groundwater recharge.
3. Require additional water user fees to be designated for development of additional water supply or for water-quality improvement projects.

Specific projects to increase groundwater recharge in the Santa Maria basin are discussed in the 1981 EIR/EIS.

As discussed in the EIR/EIS, overdraft of the groundwater aquifer is now occurring and any additional development with increased water demand will increase the amount of overdraft. A complete analysis of the groundwater basin overdraft and of projected regional water demand is, however, beyond the scope of this EIR/EIS, as is the generation of cumulative water demand estimates.

2. The 1981 EIR/EIS discussed historic structures within the project area. The Santa Maria Valley Historical Society was contacted for information on his-



torical and cultural resources in the project area. Only one structure in the Phase II project area is considered to have potential historic significance, the Paulding Residence at 119 West Cook Street. The Santa Maria Theater is not considered by the Santa Maria Valley Historical Society to have historical significance.

3. See tables 13-16, which list proposed projects within the city.
4. See discussion on p. 72 related to project water demand. The project will have a lower demand for water and generate less sewage than the existing mix of commercial and residential land uses on the site. The new commercial uses will have more landscaping than do the existing commercial uses on site, which will slightly increase the permeable land area, allowing some groundwater recharge for the site.
5. The project does not include facilities for recycling/resource recovery. Such a program would more properly be instituted on a city wide basis.

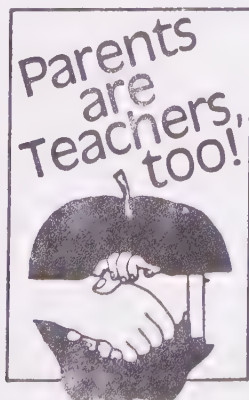




OFFICE OF  
Delwyn G. Wayner  
BUSINESS MANAGER

BOARD OF EDUCATION  
George Acosta  
Mary Burk  
Richard Chenoweth  
Judith Horst  
Susan Wiener

ADMINISTRATION BUILDING  
321 North Thornburg Street  
Santa Maria, California 93454  
(805) 928-1783



# Santa Maria Elementary School District

February 3, 1987

Mr. William H. Orndorff,  
Environmental Officer  
City of Santa Maria  
Community Development Dept.  
110 East Cook Street  
Santa Maria, CA 93454

Dear Mr. Orndorff:

The Santa Maria Town Center Expansion Draft Environmental Impact Report/ Statement has been received and studied by the Santa Maria Elementary School District.

The report/statement appears to be very comprehensive and complete in its description of the impacts on the community with the exception of the impact on the education system. The Summary of Impacts and Section 4.10 Housing and Population states that the "project development would also result in a net addition of approximately 800 jobs to the Santa Maria economy, which could lead to an increase in population of 1,800 persons." Section 7.1 Growth-Induced Impacts reaches the conclusion that "the proposed Town Center Expansion may be seen as growth inducing." This type of growth would most certainly have a significant impact on the student housing shortage in this District and mitigation measures should be required to offset the impaction.

Another adverse impact on the education system is the loss of property taxes to public agencies, including schools, from the diversion of the tax increment to the redevelopment agency. This loss of revenue to school districts would have an ongoing effect on the level of service provided the children in this state.

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COMMUNITY DEVELOPMENT  
DV. *[Signature]*

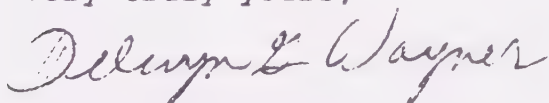
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Mr. William H. Orndorff  
February 3, 1987  
Page 2

Since the enactment of AB2926, School Facility Fees, effective January 1, 1987, school districts are authorized to impose facility fees. The Board of Education of Santa Maria Elementary School District has taken action to impose fees on all development that is covered by this legislation. Please be advised that it is the intent of the District to impose fees on the Santa Maria Town Center Expansion.

Very truly yours,

A handwritten signature in cursive script that reads "Delwyn G. Wayner".

Delwyn G. Wayner,  
Business Manager

DGW:pb

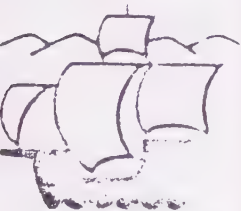
cc: Dr. Leroy R. Small  
Robin Flory - Bowie, Arneson, Kadi & Dixon



**Response to comment from Delwyn G. Wayner, Santa Maria Elementary School District**

Existing policies and regulations, including General Plan Policy L.U.2, will ensure that adequate school facilities will be provided for new residential development.





146  
SANTA MARIA Unified School District  
2000 CHILANCO AVENUE, SUITE 100, SANTA MARIA, CALIFORNIA 93454

LARRY G. RUTLAND

Director  
Superintendent

RECEIVED

JAN 23 1987

BLAYNEY-DYETT

JAN 14 1987

*Bill/WHO*  
BSH *BSH*

January 14, 1987

William Orndorff, Director  
Community Development Department  
City of Santa Maria  
110 East Cook Street  
Santa Maria, CA 93454

William:

In response to your letter of December 22, 1986 concerning the Santa Maria Town Center Expansion Draft EIR, the following information is provided.

The Board of Trustees has adopted findings and implemented a school facilities fee pursuant to AB 2926. Building permits for commercial and/or industrial projects issued after January 1, 1987 will be subject to the fee of 25¢ per square foot. This item should be noted in the final EIR.

Sincerely,

*Wally Upper*

Wally Upper  
Assistant Superintendent  
Business Services

kh



Response to comment from Wally Upper, Santa Maria High School District:

Comment noted, no response is necessary.



#### 4 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Traffic and Circulation		
<p>Phase 1 would add 6,400 new daily vehicular trips and 1,100 peak-hour trips. Phase 2 would add 7,000 daily trips and 900 peak-hour trips to Phase 1 traffic. Approximately 161,000 daily trips and 15,800 peak-hour trips would be added by cumulative development.</p> <p>Additional trips would result in deterioration of intersection operation at Broadway and Main Street, Broadway and Cook Street, Main Street at Miller Street, and U.S. 101 northbound ramps.</p>	<p>Intersection improvements at Main Street and Broadway, Cook Street and Main Street, Pine Street and Cook Street, Cook Street and Broadway between Stowell Road and Main Street would maintain intersection Level of Service (LOS) D or better.</p> <p>An on-site bus stop facility/transfer point should be provided.</p> <p>On-site circulation between the surface parking lots and parking structures should be improved.</p>	Not Significant
Air Quality		
<p>Construction activity would result in an increase in total suspended particulates (TSP) of about 274 tons over the construction period. Total auto-related emissions would decline relative to existing conditions.</p>	<p>Demolition and grading permits should require mitigation measures to reduce amount of particulates. Such measures would include: reducing or halting grading activity during high winds; watering all exposed areas at least twice daily.</p>	Not significant



Impacts	Mitigation Measures	Level of Significance after Mitigation
With cumulative development, the intersection of Main and Broadway would not experience levels of carbon monoxide exceeding state standards.	None required	Not significant
<b>Noise</b>		
Noise related to project construction would be a short-term impact.	Noisy construction activities should be limited to 7 a.m. to 6 p.m. on weekdays.	Short-term impact not significant.
Project and cumulative traffic would result in some Main Street and Broadway frontage experiencing exterior noise levels exceeding the 65 dB CNEL General Plan standards.	Because General Plan references exterior rather than interior noise levels, no reasonable mitigation measures are available.	This would remain a significant impact and project approval would require a statement of overriding considerations.
On Pine Street the location of the parking structure in Phase 2 would increase noise impacts on the residences on the west side of Pine. The residence on the southwest corner of Pine and Church streets may be exposed to noise levels greater than the 60 CNEL exterior and the 45 CNEL habitable room standard set by the General Plan.	Noise insulation for the affected property should be provided by the developer.	



Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>Historic and Cultural Resources</b>		
No significant impacts.	No mitigation required. State law protects any unique resources discovered during grading and construction.	Not significant.
<b>Fiscal, Economic and Employment Impacts</b>		
Project sales and property tax revenues are projected to exceed the public cost of financing improvements after seven to 10 years. Current employment of 1,700 would increase to 2,500 on completion of Phase 2.	None required.	Not significant.
<b>Sewer, Storm Water, Flood Control, and Water Supply</b>		
Water use and sewage flow would not increase substantially as a result of the project. The amount of impervious surface would not increase and thus storm runoff from the site is unlikely to increase.	Although the water use impacts of this project are not significant, cumulative impacts on water use are significant. Developer fees should be instituted to fund transmission and treatment facilities for for State Water Project water.	Not significant.



Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>Solid Waste</b>		
Solid waste generation would increase from 795 tons/year to 994 tons/year at the end of Phase 1 to 1,116 tons/year at the end of Phase 2.	None required.	Not significant.
Site design shows garbage storage and pickup areas on Cook and Pine streets.	The final project design should incorporate an appropriate number of screened garbage storage and pickup areas.	Not significant
<b>Police and Fire Services</b>		
The project would generate the need for up to three additional police officers.	Costs of services would be covered by increases in sales and property tax revenues.	
The Santa Maria Fire Department reports that existing personnel and equipment would probably be able to provide adequate service to the project.	None required.	Not significant.



Impacts	Mitigation Measures	Level of Significance after Mitigation
<b>Housing and Population</b>		
<p>The project would result in demolition of 48 residential units, 38 of which are judged substandard.</p>	<p>The City of Santa Maria should continue to pursue available housing programs and funds that will produce housing for low- and moderate-income families.</p>	<p>Not significant.</p>
<p>The addition of 800 jobs may lead to a population increase of 1,800 persons, and the project may thus be viewed as growth inducing.</p>		
<b>Visual Impact</b>		
<p>The project would result in three major visual impacts:</p> <ol style="list-style-type: none"> <li>1. A bridge across Broadway;</li> <li>2. A more urban character for existing Town Center Mall;</li> <li>3. A potential improvement of visual quality for the six blocks west of Broadway.</li> </ol>	<p>Additional design review should be used to ensure that the lower level of the well-lighted and used; that the parking structure on Main Street is attractively designed; that blank department store exteriors are kept to a minimum; that an overall landscaping plan is developed for the Town Center parking lots.</p>	<p>Not significant</p>



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